

The Hongkong Telegraph

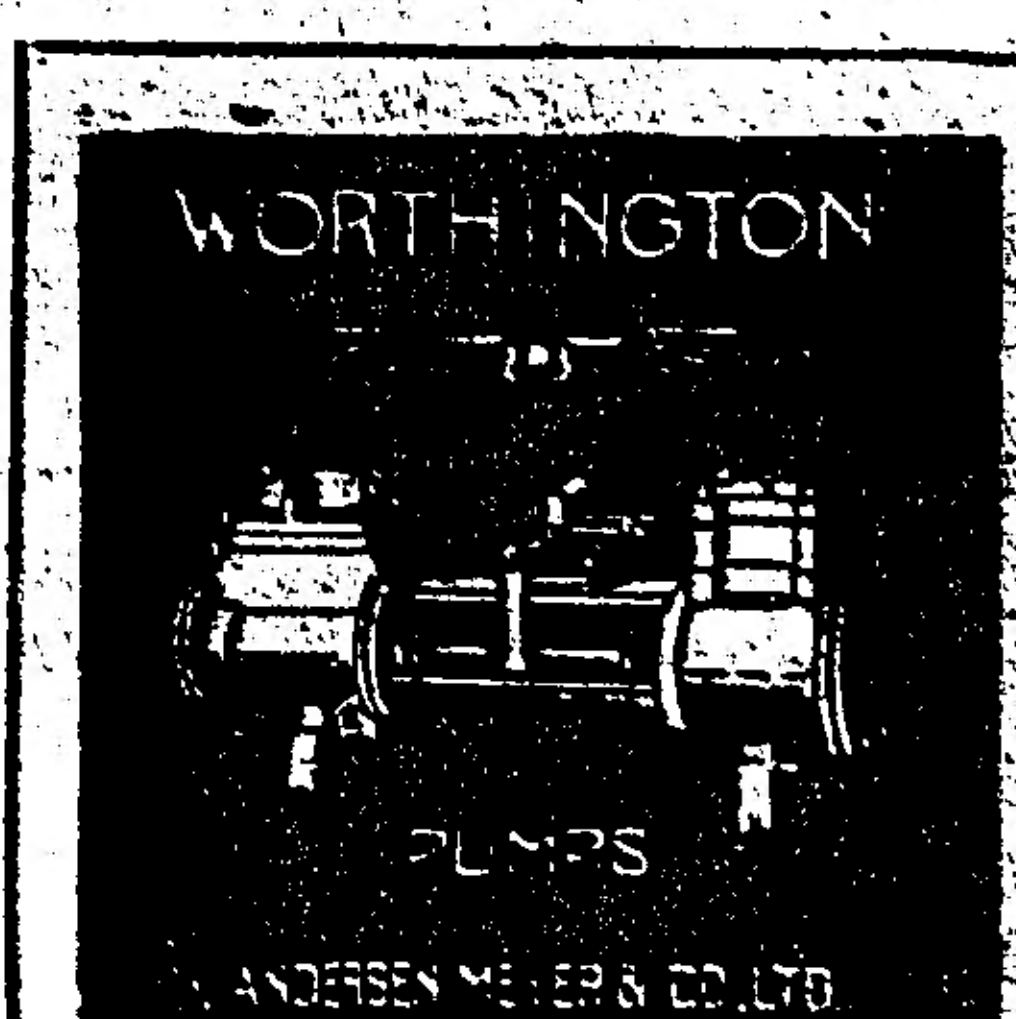
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THURSDAY, DECEMBER 8, 1921. 日十初月壹十

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THE WASHINGTON CONFERENCE.

ENSURING CHINA'S TERRITORIAL INTEGRITY.

All-Round Pact as Substitute for A.J. Alliance.
(Reuter's Service.)

Washington, December 7.
The Far Eastern Committee unanimously adopted resolutions ensuring the territorial integrity of China, providing for the use of wireless stations and providing for China's neutrality in the event of war in which China is not a party.

According to information from American official sources, a tentative agreement between Britain, the United States, Japan, and France, to replace the Anglo-Japanese Alliance, is now being reduced to treaty form, and, if accepted by the respective Governments, will be submitted to the United States Senate. It provides for joint consultation in any matters affecting interests of the four Powers in the Pacific Islands. Each Power undertakes to consult the others before going to war on any differences relating to those Islands. Questions between the United States and Japan relating to cable facilities on the Island of Yap and other matters will be dealt with by a separate treaty, which is stated to be nearing completion.

Use of Radio Stations in China.

Washington, December 7.
An official communique states that at to-day's meeting of the Committee on Pacific and Far Eastern questions all the delegates were present, except Baron Shidehara (Japan) and Senator Underwood (America).

A report was submitted by the Sub-Committee on Drafting relating to radio stations for China, which states that representatives of the nine Powers at the Conference decided that all radio stations in China, whether maintained under the provisions of the International Protocol of September, 1901 or, in fact maintained on the grounds of any of the foreign Legations in China, shall be limited in use to sending and receiving Government messages and shall not receive or send commercial, personal, or unofficial messages, including Press matter.

It is provided, however, that in case all other telegraphic communication is interrupted, then, upon official notification, accompanied by proof of such interruption to the Chinese Ministry of Communications, such stations may afford temporary facilities for messages excluded as before-mentioned until the Chinese Government notify the termination of the interruption.

THE UNITED STATES ARMY.

Plans for Development.

Washington, December 7.
The annual report to Congress of Mr. Weeks, Secretary for War, declares that the plans for national defence contemplate a more complete state of preparedness than ever previously in peace time, and recommends the maintenance of a large surplus of officers of the Regular Army to train the Reserve personnel.

Mr. Weeks suggests doubling the capacity of the Government military academy, and says that new types of military equipment from the infantry hand-grenade to the heaviest artillery being produced will gradually supplant the existing types. Poison-gas and chemical warfare are being studied secretly. Although America may be opposed in principle to the use of poison-gas, she cannot safely presume a similar attitude on the part of opponents. The report emphasises that the United States Army is much behind the leaders in aerial development in warfare, and urges every encouragement of commercial aviation.

CANADIAN GENERAL ELECTION.

A Woman Member.

Ottawa, December 7.
The election returns show: Conservatives, 43; Liberals, 109; Progressives, 33; Labour, 2. Forty-eight constituencies have not yet reported.

The Liberal leader, Mr. Mackenzie King, was elected by a majority of nearly a thousand. One woman, Miss McPhail, has been elected for Ontario.

Liberal Majority Over All Opposition Parties.

Later.
Mr. Mackenzie King, who received many telegrams of congratulation, though the results are incomplete, said that the people of Canada had shown that they are heartily sick of coalitions. He rejoiced that the Liberals were returned by a clear majority over both the other groups, and would therefore be able to carry on without coalescing or log-rolling.

THE BADAQ TIN-MINING EPISODE.

Arrest of Adventurer.

Melbourne, December 7.
Orton, discoverer of the Badaq tin-mining property in the Malay Peninsula, has arrived in Queensland, where he is charged with conspiracy to defraud. The incident has recalled the August 1920 sensation on the Melbourne Stock Exchange caused by the continuous heavy fall in the shares of the property on adverse reports. Orton was then reported to have said that he was prepared to return to the mine and obtain results similar to those he had previously reported, as he believed that the property was being wrongly treated, but the Commonwealth authorities were reported to have withdrawn his passport pending enquiries.

U. S. TARIFF BILL.

Proposed Amendments.

Washington, December 7.
Senator Smoot has introduced two amendments to the Tariff Bill, one empowering the President to proclaim the American valuation as the basis for levying duties, the other authorising him to raise or lower to 50 per cent. the rates fixed by the Bill.

NON-CO-OPERATORS ARRESTED.

Ban on Meetings.

Delhi, December 7.
Twelve non-co-operators have been arrested at Allahabad for attempting to address meetings and to enrol national volunteers in defiance of the prohibition. The Magistrate at Lucknow has prohibited meetings and hantals for two months.

FRENCH PREMIER ON GERMAN POSITION.

"Fraudulent Bankruptcy."
(Reuter's Service.)

Paris, December 7.
M. Briand stated in the Senate that he was certain none among the Allies held for a minute that France should be ruined for the sake of Germany, which would become wealthy by means of a fraudulent bankruptcy.

The Chamber's action in voting by 460 to 100 the postponement of the discussion of foreign affairs signifies another victory for M. Briand.

FUNDING ALLIED DEBT TO THE U. S.

Secretary of Treasury's Report.

Washington, December 7.
The Secretary of the Treasury, Mr. Mellon, in a report to Congress, refers to the question of funding the foreign indebtedness to the United States of \$10,000,000,000.

Mr. Mellon draws attention to the fact that within six months \$67,500,000 of short-dated Government debt will mature, and argues at length in favour of the reduction of income surtaxes from 50 to 20 per cent. and even 10 per cent. for peace times. He contends that heavy taxes prevent enterprise.

P. AND O's "WRETCHED YEAR."

Seamen's Wages A Heavy Charge.

London, December 7.
At the annual meeting of the Peninsular and Oriental Steamship Co., Lord Inchcape, who is a member of the Geddes Economy Committee, outspokenly criticised the State's expenditure, and declared that our commitments, unless modified, would lead us to bankruptcy. The only hope of the country lay in a reduction of expenditure.

His Lordship said that in common with most shipping companies, the Peninsular and Oriental Co., had had a wretched year. He declared that wages afloat must be reduced if British shipping was to hold its own.

SEAMEN'S WAGES.

Owners to Apply for Further Reduction.

London, December 7.
Shipowners have notified the National Maritime Board of their intention to apply for a further reduction in the wages of sailors and firemen by 23 a month. It is understood that the National Sailors' and Firemen's Union are preparing to oppose the reduction.

ANTHRACITE FOR THE STRAITS.

First Swansea Consignment.

London, December 7.
The first cargo of Swansea coal to go to the Straits Settlements is being loaded. It consists of 4,600 tons of anthracite.

STRAITS LOAN LIST CLOSED.

London, December 7.
The Straits loan list closed at 11 o'clock this morning.

SINN FEIN INTERNEES TO BE RELEASED.

London, December 7.
His Majesty has approved the release of all interned prisoners in Ireland.

EARLIER TELEGRAMS.

THE IRISH SETTLEMENT.

London, Dec. 7.
Excepting the Morning Post, which still refers to the "Irish rebels," all the morning papers comment enthusiastically on the Irish agreement.

The Times says it constitutes one of the greatest achievements in our imperial history.

The Daily Chronicle regards it as a greater thing than the victory of the great war because it is a rich and positive contribution to the wholeness of the world's politics.

The Daily Telegraph says: Wherever our tongue is spoken the news will be heard with heartfelt joy and thankfulness.

The Labour organ, the Daily Herald, says: It is like waking up in a new and better world.

The Westminster Gazette says: After seven hundred years England and Ireland are at peace.

The newspapers are also full of praise of Mr. Lloyd George's genius, patience and statesmanship.

CHINA'S DISAPPOINTMENT.

London, Dec. 7.

The Daily Chronicle's correspondent at Washington states that there is already much talk of the Chinese delegation withdrawing from the Conference and doubtless much pressure to that end is being exercised. The correspondent is of the opinion that such a sensational step would not be warranted by fact and it would be an unwise policy, for China will be the chief beneficiary of the Conference.

Paris, Dec. 7.
It is stated in Washington that it is declared in Chinese delegation circles that in accordance with their Government's instructions the delegation will withdraw from the Conference if the Sino-Japanese and Shantung conversations do not bring a solution favourable to Chinese interests. The Government has instructed the delegation not to yield on any point concerning the unconditional return of Kiaochow. The delegation has, at present, no intention whatever of withdrawing.

GERMAN BANK COLLAPSES.

Berlin, Dec. 7.
The Flörsche Bank at Ludwigshafen has suffered a loss of three hundred and forty million marks owing, it is alleged, to officials' speculation. The Deutsche Bank has intervened to save the bank from collapse.

LEGISLATIVE COUNCIL.

To-Day's Meeting.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. His Excellency the Governor (Sir Edward Stathe, K.C.M.G.) presiding. There were also present: Lt.-Gen. Sir G. M. Kirkpatrick, K.C.B., C.S.I.

The Hon. Mr. Claud Meyer, C.M.C., Colonial Secretary.

The Hon. Mr. J. H. Kemp, C.B.E., Attorney General.

The Hon. Mr. T. L. Perkins, Director of Public Works.

The Hon. Mr. C. McI. Messer, C.B.E., Colonial Treasurer.

The Hon. Mr. E. A. Irving, Director of Education.

The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs.

The Hon. Mr. H. E. Pollock, K.C.

The Hon. Mr. A. O. Lang.

The Hon. Mr. H. W. Bird.

The Hon. Mr. Lau Chu Pak.

The Hon. Mr. Chow Shou-son.

The Hon. Mr. A. G. Stephen.

Mr. S. B. B. McElderry, Clerk of Councils.

Before the usual business of the Council commenced the Hon. Mr. Chow Shou-son, who took his seat to-day in place of the Hon. Mr. Ho Fook for the first time, took the oath.

Financial Minutes.

The following Financial minutes were referred to the Finance Committee and subsequently approved:—

\$7,000 in aid of the vote Public Works, Recurrent, Hongkong.

Miscellaneous (17) Typhoon and Rainstorm Damages.

\$10,000 in aid of Charitable Services, Grant in aid of Charitable Institutions, John G. Kerr Hospital, Canton.

\$4,000 in aid of the vote Public Works, Establishment, Other Charges, Electric Fans and Light.

\$9,000 in aid of the vote Treasury, Stamp Office, Other Charges, Stamps, &c.

\$144,524 in aid of the following votes:—Miscellaneous Services:—

Newspapers and Periodicals, \$300; Printing and Binding Civil Service List, \$121; Miscellaneous Papers, \$25,000; Ordinances, &c., \$1,800; Rent Allowance, \$10,000; Rent of Public Telephone, \$2,100; Transport of Government Servants, \$105,000.

\$10,000 in aid of the vote Public Works, Extraordinary, Kowloon, Public Health and Buildings Ordinance, 1903, (66) Compensation and Resumptions.

\$45,000 in aid of the vote Public Works, Recurrent, Hongkong, Waterworks (19) Maintenance of City and Hill Districts.

\$3,000 in aid of the vote Public Works, Recurrent, Hongkong, Waterworks, (22) Water Account, (Meters, &c.)

\$5,500 in aid of the vote Colonial Secretary's Office, Personal Emoluments.

\$560 in aid of the following votes:—Charitable allowance to John Dowling at Sydney, \$60; Passages and relief of Destitutes, \$500.

\$3,000 in aid of the vote Public Works, Extraordinary, New Territories, Miscellaneous, (86) Miscellaneous Work.

\$391 in aid of the vote Kowloon, Canton, Railway, Special Expenditure, Wagons.

Government Quarters.

The Hon. Mr. H. E. Pollock asked the following questions: With reference to the letter from "Brown Sugar," headed "Government Officers' Quarters," in the South China Morning Post of Friday, 18th November, in which it is stated that Government Officers, occupying Government Quarters, are several of them, sub-letting part of their Quarters to relatives and friends, for personal profit, will the Government state:—

1. How many instances of such sub-letting exist and in respect of what Government Quarters?

2. Is such sub-letting permitted by the Government or not? If so, what conditions or regulations govern such permission?

3. Will the Government lay upon the table a copy of such conditions or regulations?

The Colonial Secretary replied:—Sub-letting is not permitted and there is no reason to believe that any cases have occurred.

The fact that the writer of the letter to which the honourable member refers has made his accusations against the propriety of Government officers under the shelter of anonymity instead of signing his name like an honest man, seems to afford sufficient evidence that he knows them to be untrue.

New Rents Bill.

The Hon. Attorney General moved the first reading of a new Ordinance to amend the Rents Ordinance, 1901.

The Hon. Attorney General explained that the original draft excluded hotels and boarding houses altogether from legislation, but it was afterwards found on representation being made by keepers of Chinese hotels and boarding houses that the danger existed that the rents of the premises might be unduly raised and in the Bill passed provision was made to include such establishments. No danger was then anticipated regarding non-Chinese hotels and boarding houses but it had been found since that the e boarding houses were subject to the same risk as Chinese and the Bill brought non-Chinese hotels and boarding houses within the scope of the rents legislation. The reason for protecting hotel and boarding house keepers against undue raising of rents was, of course, partly to protect the keepers themselves and also to enable premises where a great number of persons lived to be carried on as at present. The present danger was that hotel keepers might be driven out of business and a large number of people turned out, who might find it difficult to obtain accommodation elsewhere. He explained that the Ordinance did not deal with the rent charged by boarding house keepers to their guests as that rent was governed by all such things as the hire of furniture, the cost of living and payment for personal services. It had not been found possible to deal with that complicated question.

The reading was agreed to.

New Stocks Bill.

The Hon. Attorney General moved the first reading of an Ordinance to regulate the imposition of the penalty of stocks. The Objects and Reason stated:—

"The object of this Bill is to abolish the penalty of stocks except for the offences of kidnapping, traffic in women and girls for the purposes of prostitution, and living on the proceeds of prostitution."

"It is considered that this penalty should be restricted to cases where the offender has something substantial to lose by publicity being given to his conviction, and where it is important that such convictions should be made as public as possible in order to deter others. It seems desirable that certain members of the public should be reminded in this way that kidnappers, for instance, and persons who traffic in women and girls, are from time to time tracked down and punished. Convictions for larceny on the other hand are so common that no publicity is necessary, and the deterrent effect of stocks as a punishment for serious offences like armed robbery is hardly appreciable in the case of a criminal who is prepared to run the risk of flogging and a long term of imprisonment."

"Clause 3 sets out the offences for which the punishment of stocks may be imposed, and provides that in the case of a summary conviction this form of sentence shall not be carried into effect until the expiration of seven days from the date of the sentence, this provision being inserted to allow an appeal against the sentence. This clause also limits the imposition of stocks by providing that male offenders only shall be so punished, and further adds a power for the Supreme Court to impose this penalty after conviction on indictment."

"Clause 4 provides the machinery for carrying sentences of stocks into effect."

"Clause 5 repeals the existing section of the Magistrate's Ordinance, 1900, authorising the penalty of stocks."

FATAL ACCIDENTS.

Three Reported Yesterday.

An accident, which, it is believed, may prove fatal to the victim, took place on the tramlines at the City Hall bend yesterday. An elderly Chinese was crossing the road when he was knocked down by a tramcar which at the moment was turning from Queen's Road. The injured man was taken to hospital.

A young man was yesterday taken to the Kowloon Hospital, one being that of a Chinese coolie who was killed in a fatal fall from the scaffolding placed against St. Mary's School, Chatham Road, and the other being that of a cargo coolie who was found dead in the No. 1 hold of the s.s. Tosari.

A Chinese woman died on her way to hospital yesterday from the bileddie at the Happy Retreat where she was injured by a stone falling on her. The remains were taken to the Mortuary.

News in To-day's New Advertisements.

The next boxing tournament takes place in the Theatre Royal on Saturday, December 17th.—Page 4.

Creditors of the Harroto Steamship Co., Ltd. (in voluntary liquidation) should note that the meeting now takes place on Wednesday, January 4th, at 12.30 p.m.—Page 4.

The special attraction at the Grand Theatre to-day is Harry Seaming's "The Rent Collector" whilst at the Kowloon Theatre there is a special cabaret dance.—Page 12.

The annual general meeting of the Ladies Golf Section takes place at the Helena May Institute on January 7th, at 11 a.m., and it is also announced that the last qualifying round of the Ladies Captain's Cup will be played at "Anning on Tuesday, December 27th.—Page 4.

Messrs. A. S. Watson and Co. advertise Christmas confectionery.—Page 6.

A large quantity of flour is to be auctioned by Lamont Bros. at the Kowloon Godowns tomorrow morning.—Page 4.

Sales of Crown Land at Shaohwan and Wanchai Road take place at the P.W.D. Offices on Monday afternoon.—Page 4.

THE HONGKONG TELEGRAPH

CHRISTMAS NUMBER

will be issued on Saturday, 10th December.

Consisting of 24 illustrated pages, with handsome coloured cover, it contains interesting Christmas stories by well-known authors; a page of puzzles; all about Santa Claus, which will delight the children; a special story for children, written and illustrated by Hilda Cownam; and a wealth of other things typical of the Christmas Season.

This special number will be given FREE with the Hongkong Telegraph on Saturday, 10th December. The public will greatly assist the management by demanding a copy when purchasing the paper.

In explaining the Bill the Attorney General said it was considered that this somewhat antiquated penalty should be restricted in its use, and it should be confined to cases where some sort of public advertisement appeared desirable. The reading was agreed to.

A Treaty of Peace.

The only other business was the second reading of the Bill introduced by the Attorney General for the purpose of modifying the provisions of the Treaty of Peace (Hungary) Order, 1921, for the purpose of adapting the provisions of the Order to the circumstances of the Treaty of Hongkong. This passed through all its stages.

NOTICE.

"THE BEST AND THE CHEAPEST."
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A fine selection of Fancy Worsteds for ladies' and gentlemen's wear. Large assortments of serges, gabardines, Venetians, Whipcords, & Fancy Tweed Suiting—offered at specially cheap prices by

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EDUCATION BOARD.**A Member's Field Day.****Teaching in a Matshest.**

Mr. F. B. Silva-Netto had a regular field day at the Education Board meeting yesterday afternoon, bringing forward no less than six resolutions all of which failed to find seconders. The proceedings were conducted by the Hon. Mr. E. H. Irving and the other members present were the Hon. Mr. Lau Chai-pak, Dr. T. W. Pearce, Rev. U. R. Shann, Rev. Fr. Marie, Mr. N. T. Mackintosh (Registrar Hongkong University), Mr. W. Jackson, Mr. P. B. Silva-Netto, Mr. A. R. Cavalier, Mr. S. W. Tso, Mr. U. Ramjahn, Mr. E. Ralphs (Inspector of English Schools) and Mr. Y. P. Law.

The Late Dr. Jordan.

Before the commencement of the ordinary business of the meeting, the Chairman said: I feel that the Board will desire to record its feeling of deep regret at the death of Dr. Jordan, who has been for many years so prominent in the councils of medical education, to whom the medical institutions of the Colony are profoundly indebted and who was recently the acting Vice-Chancellor of the University of Hongkong.

"A Legal Status."

Mr. Silva-Netto's first resolution was as follows: "That the Education Ordinance be altered, amended or added thereto so that the Education Board may be given a legal status." The resolution, Mr. Silva-Netto remarked, was brought forward as the result of experience arising from visiting various schools. Neither the Director of Education nor the Inspector of Schools had any authority to delegate the powers conferred on them by the Education Ordinance of 1913 regarding the inspection of schools. In the early days of the Education Board he asked what their legal status was and the reply he received was that the Board was simply an advisory body appointed by His Excellency the Governor to further the interests of education in the Colony. He thought his colleagues would agree with him that they wanted an amendment of the Ordinance in order to prevent any unpleasantness being experienced when the Committee went round visiting the Grant Schools.

Mr. Jackson asked for a definition of "legal status." He thought the term all embracing and could not imagine power being vested in the Board to visit girls' schools at any hour of the day. The difficulty might be overcome by an arrangement between the Chairman and the Heads of various schools to extend recognition to members of the Board when visiting schools.

The Chairman thought that Mr. Silva-Netto was rather inclined to exaggerate the difficulty. It seemed to him desirable, however, that the position of the sub-committee, which did invaluable work in inspecting schools, should be regularized and he suggested it would be sufficient for him to report the difficulty, such as it was, to the Government and take the views of the Government as to whether it would be possible in amending the Ordinance, when that was next done, to give such power as might be necessary.

Hon. Mr. Lau Chai-pak pointed out that the resolution had not been seconded and that therefore no discussion could be allowed upon it. The Chairman said he simply wanted to know if Mr. Silva-Netto, in view of his undertaking to bring the matter to the notice of the Government, would press his resolution.

There being no seconder, the meeting proceeded to the next business.

The Estimates.

Mr. Silva-Netto then proposed: "That the meeting to consider the estimates for the ensuing year be convened at an earlier date in future to enable the members of the Board of Education to consider same and make such alterations and additions thereto as the Board deems fit." Mr. Silva-Netto complained that when the meeting was held to consider the estimates the Budget Bill had already passed the first reading in the Council Chamber. The only thing they heard about at the meeting was, he said, a report on staffing and raising the vote for various schools and other minor matters. No opportunity had been given to members to consider the estimates and no alterations were possible at that time, notwithstanding any desire to move the suspension of the standing orders. He considered

the meeting a farce. He thought that the estimates should have been submitted to the Board before going to the Council. Many items might profitably have been discussed by the members and certain amendments could have been suggested. It seemed to him that the Board had no power to alter or suggest because it had no legal status. He thought also that the members might be told what were the estimated receipts.

There being no seconder, the Chairman said he should like to take the opportunity of explaining some points regarding the production of the estimates. Mr. Silva-Netto had complained that the Board had not been consulted, but he apparently overlooked the fact that the Board was consulted at every meeting called. Sub-committees had made reports and suggestions and it was always open to members to bring forward any resolutions they thought fit. They had ample means of impressing their opinions upon the Director of Education and therefore upon the Government. It was not possible for him (the Chairman) to bring his complete estimates before the Board until they had been approved by the Government, but the complete estimates embodied all the suggestions made by the Board, or if they did not, it was for the reason that the Government had declined them. If the Board made any suggestions he undertook that they would reach the Government. He would like to remind them that the Board was not in charge of the education finances and did not prepare the estimates. He (the Chairman), as Director of Education, prepared the estimates and in doing so had every regard to the opinions of members of the Board. With regard to receipts he did not mention that point at the last meeting because the amount of the fees received had hardly any bearing on the estimates. The fees did not anything like cover the cost of education and he did not think the Government seriously considered the amount obtained from this source in arranging the estimates.

Stanton Street Market.

Mr. Silva-Netto proceeded to move his third resolution: "That the Government be asked to remove Stanton Street market to some other locality and to abate the noise in the vicinity of Queen's College." Mr. Silva-Netto pointed out that the market comprised sixteen stalls besides which a number of itinerant hawkers congregated in the district. Queen's College was in close proximity to the market and he thought it would be much better for the teaching staff of the College if the market was moved to some other place or steps be taken to abate the noise during College hours. The market was now open from 4 a.m. to 10 p.m. It was true that he had not received any complaints from the teaching staff or students of Queen's College, but as he was frequently passing that way he happened to know how great was the noise made by the hawkers. Besides, the market did not at all add to the dignity of the College. The place was really filthy and "literally packed with humanity during the early hours."

"The Chairman remarked that the market was first erected against the walls of Queen's College some years ago. At that time he uttered a protest. The fact that they had received no complaints from the Headmaster or staff of the College seemed to show that the noise was not heard in the building. In view of the fact that the College would very shortly be moved to another site it did not appear necessary that any steps should be taken."

Hon. Mr. Lau Chai-pak agreed. Money had already been voted, he said, for the preliminary work. The subject then dropped, no seconder being found to Mr. Silva-Netto's proposal.

Saiyingpun School.

Undaunted, Mr. Silva-Netto submitted his fourth resolution: "That the Government be urged to complete the negotiations with the owners of the proposed site for the new Saiyingpun School and to proceed with the erection of the new School without any further delay."

Mr. Silva-Netto pointed out that money had already been voted for commencing the work and the Director of Public Works in reply to a question put by the Hon. Mr. Lang at the last Council meeting said he was hoping that "an exchange of land would be arrived at at the end of next month." It was impossible, Mr. Silva-Netto continued, for teaching to be carried on properly at the present school owing to the many

noises in the locality. He understood that between one hundred and two hundred boys had been refused because of the lack of accommodation. Mr. Silva-Netto pointed to the danger of conducting a school in a makeshift in view of the prevalence of plague. No European or Chinese school master could be expected to teach children properly under such conditions.

Mr. Jackson said he was prepared to second the resolution in so far as it referred to the new school. He thought they ought to urge acceleration of construction.

In reply to the Chairman, Mr. Jackson said he was not prepared to second the resolution as it stood.

There being no seconder to the resolution, Mr. Jackson proposed that the Government be urged to accelerate the construction of the new Saiyingpun school building.

Hon. Mr. Lau Chai-pak seconded. Mr. Mackintosh opposed. He thought the Board would be making a great mistake if it ignored the fact that a sub-committee had reported on the school and that the Board had adopted the report. He protested very strongly against singling out recommendations of the sub-committee or of the Board in the case of one school and not of others. He was not convinced that the claims of Saiyingpun School deserved any stronger recommendation from the Board than the claims of Queen's College, Wantai, Faya East or all the other schools which the sub-committee had visited. The Chairman had read the report of the sub-committee on Saiyingpun School and he had hoped the rest of the Board had done so, but it seemed to him clear that they had not. The report might possibly be described as a fierce one. He did not

think he should be betraying any confidence when he said it would have been much fiercer if he (Mr. Mackintosh) had not been a member of the sub-committee. He did not see eye to eye with his colleagues as to the immediate need of pulling down the makeshift in which such excellent teaching was being carried on. He listened for something like three quarters of an hour to a lesson being given by Mrs. Morris in the makeshift and he could truly say that if that lesson represented the standard of teaching in the Colony then it was very, very high. Mrs. Morris was not suffering from any disability because she was teaching in a makeshift, and he listened with surprise to his colleagues' remarks that no European could teach with advantage in such a building. All he could say was that that was not what he saw. Mr. Mackintosh, in conclusion, urged the Board not to single out any particular school at the expense of other schools.

Mr. Jackson's resolution on being put to the meeting was defeated by six votes to four.

Wantai School.

Mr. Silva-Netto, still smiling, next submitted the following resolution: "That the Government be requested to lay a wood floor throughout the Wantai School and to make the necessary alterations to the school in order to improve the light and ventilation thereof."

In view of an undertaking given by the Chairman to take up the improvement of the light and the colouring of the walls with the Public Works Department, the resolution was not put to the meeting, it being pointed out that in all probability when the new reclamation scheme

was completed provision would be made elsewhere.

Plans for Government Schools.

Mr. Silva-Netto's last resolution was: "That the Government be requested to submit, for consideration of the Education Board all plans of proposed new Government Schools in future."

The Chairman mentioned that he was prepared to ask the Government to submit any plans to him for the consideration of the Board.

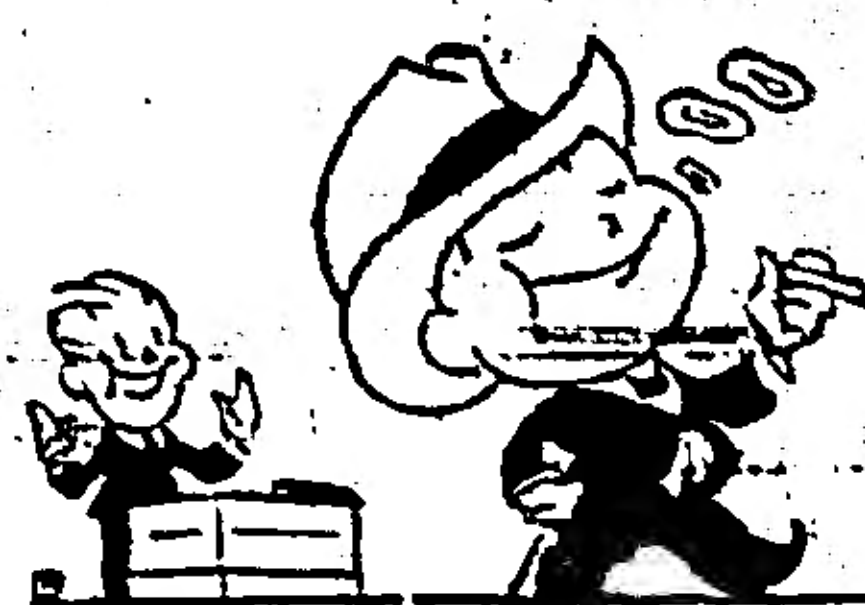
Mr. Silva-Netto said that that would meet his point and he therefore desired to withdraw his resolution.

The meeting, so far as public business was concerned, then terminated.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments, or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians (the originators of manufacturing Toric lenses in the Colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.

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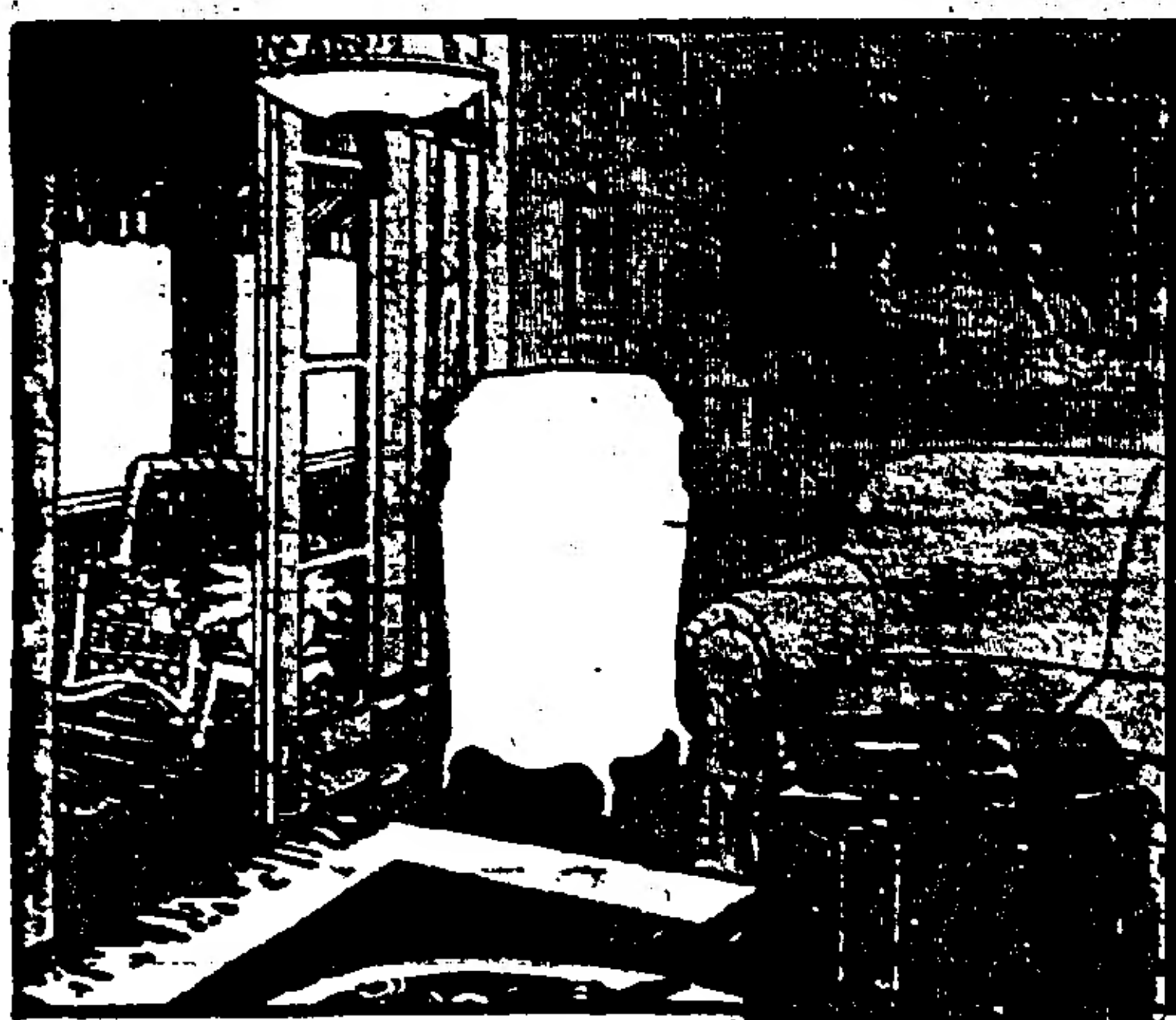
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FRISCO TRADE DELEGATES.

A Tour of the Harbour.

TWO NEW SHIPS LAUNCHED.

"It was instructive and interesting, and we enjoyed it very much," one of the San Francisco trade delegates told a *Telegraph* reporter at the conclusion of the tour round the harbour yesterday afternoon. A large party of members of the San Francisco Trade Delegation and wives and a number of prominent local people took a trip round the harbour in the s.s. *Henry Keswick*, during which the party stopped at the Talkoo Dockyard to witness the launching of a new river steamer, the *Changsha*, and at the Hongkong and Whampoa Dockyard, where the Delegation saw the launch of the s.s. *Petricola*, and then partook of an excellent tea provided by the Company. The party left Blake Pier shortly after two o'clock and returned about a quarter past six, and judging by what a press representative heard, they all had a thoroughly good time.

THE LAUNCHINGS.

The launching of both ships was a great success. Both vessels slid gracefully into the water and appeared to be very fine ships. "This ship is bound to be lucky," a lady told a reporter, pointing to the *Petricola*, "because the moon is shining over its shoulder." Whether the moon over her bow will bring her luck is difficult to say, but she is a splendidly built vessel and deserves to do well, as does also the smaller ship launched at the dockyard over the other side of the water.

At Talkoo Dock Mr. Shaw performed the christening ceremony. Speaking from the platform, Mr. G. T. Edkins (General Manager) said: We in Hongkong are very glad to see you here today, interesting yourselves in this port and its resources, and we are very glad to show you all we can in the limited time at your disposal of what is going on here in trade and industries.

Coming as you do from San Francisco, your interests are natural, in view of the growing trade and shipping relationships between your city and Hongkong. Just as Hongkong is the big ocean port on this side of the Pacific, so San Francisco is the leading port on the eastern shores. We correspond to each other, and interest and intercourse are natural. While we have very close attachment to Vancouver and Seattle, and a growing interest in Los Angeles and San Diego, San Francisco stands out by virtue of its great shipping and commercial status as the chief of all these very live coast centres of human activity and effort.

California and British Columbia are fascinating places not only from the business point of view, but for recreation and good health; and many of us have pleasant recollections of good times spent in one or other, or both countries, among the genial and hospitable people who have developed the resources of these comparatively new lands and created so many fine and progressive cities and industrial centres. I found California ever full of interest, and we all wish you a continued safe and pleasant voyage and happy return to that good country.

The Old and the New.
As to the ship we have just seen launched, she is not a very big one, being about 300 feet long; but she represents the best of workmanship and design, with improvements on what has gone before. She is equipped for cargo handling to meet the latest requirements of trade on the Upper Yangtze River.

Some of you during your visit to China have probably noticed some of the old type of passenger steamers worked with paddle wheels, with the walking beam above the deck which still ply in and out of Hongkong and Shanghai. Such steamers are a reflection of the boats developed to so great an extent by Americans on the Great Lakes and rivers, and they probably recall to you familiar associations in the old country. Such steamers have served a very useful and profitable purpose in China waters in the past, but for many years now the change to twin-screw ships has been introduced for light draft steamers, and the boat just launched is one of this type. Each side wheel steamers were the light draft boats of earlier days; but as time went on it was found possible to secure the lightest possible draft with propeller driven boats, and the *Changsha* is an example

ple, with exceptional carrying capacity on light draft. She will carry something like 1,000 tons, including stores and bunkers, on 7 feet. We feel sure that she will do credit both to her owners and builders, thanks to the good workmanship of the staff of this dockyard.

I am grateful to Mrs. Shaw for so gracefully launching the *Changsha* for us. I was glad to be able to persuade her to christen the ship, as I know she has always watched the steamer traffic at Shanghai with personal interest during her life there; and I know she continues that interest and will attach herself to the well-being of this new river steamer, which is to ply between Hankow and Ichang, and so endow the ship with the best of good luck. I will ask Mrs. Shaw to accept this small souvenir of this very pleasant occasion.

Mrs. Shaw received a diamond set brooch.

Mr. Edkins concluded: Ladies and Gentlemen, There is a good deal more to occupy your attention this afternoon, and I will not detain you beyond asking you to drink with me good luck to the steamship *Changsha* and continued prosperity to her owners, the China Navigation Company. (Applause).

The toast was honoured and the party returned to their boat.

The Changsha.

The twin-screw river steamer *Changsha* is built to the order of the C. N. Co., Ltd., for service on the middle Yangtze River. Her principal dimensions are: Length over-all, 297' 6"; beam moulded 45' 0", and depth moulded 15' 0". The gross tonnage is 2,500, and she carries 1,650 tons deadweight on a draft of 9' 0". The vessel is of the awning deck type and has two complete steel decks with long promenade and shade decks.

Accommodation is provided on the awning deck amidships for 36 first class Chinese passengers, with dining saloon adjoining; and the third class accommodation, for 94 passengers, is situated on the awning deck aft. Large state-rooms for European passengers, dining saloon, and accommodation for officers and engineers are provided on promenade deck. The crew is berthed in 'ween decks forward.

The vessel has one mast, fitted with four derricks, capable of dealing with heavy lifts. A steam windlass is fitted forward and a steam capstan aft for warping purposes. Steam steering gear is fitted amidships, controlled from navigating bridge. Electric light and steam heating is fitted throughout. The vessel is propelled by two sets of triple-expansion surface-condensing direct-acting engines, capable of developing collectively 1,500 indicated horse power. Each engine is fitted with a surface condenser, uniflow type and a separate steam driven circulating pump. The air, feed and bilge pumps are worked by lever-off the L.P. engine crosshead. Steam is supplied by two large multitubular cylindrical boilers, having a working pressure of 190 lbs. per square inch, working under forced draught, and using superheated steam. Auxiliary machinery includes one pair of Weir's feed pumps and heater, separate centrifugal circulating pumps for each engine, general service, fresh water pumps, etc.

The Kowloon Launching.
At Kowloon the visitors were welcomed ashore by Mr. R. M. Dyer, Chief Manager of the Dock Company. They found a bigger crowd, and a bigger ship to be launched, the *Petricola*, second of the four tankers being built for the Anglo-Saxon Petroleum Company, Ltd.

Mrs. N. L. Watson, wife of the local Manager of the Asiatic Petroleum Company, cut the cord and then christened the ship with the beribboned time-honoured bottle of champagne. Like the Talkoo event the launching was entirely successful, and when the crackers and the other acclamations had subsided and the ship was comfortably afloat, it was a big gathering that assembled in the beflagged recreation room to toast and talk about it.

Mr. H. P. White, Chairman of Directors of the Hongkong and Whampoa Dock Company, was in the chair. He said he was glad to see so many members of the San Francisco Chamber of Commerce present and he extended to them a hearty welcome on behalf of the Dock Company. He thanked Mrs. Watson for the very able way in which she had despatched the steamer to her work, and invited the guests to drink success to the *Petricola* and to her owners. He asked Mrs. Watson to accept a small souvenir of the occasion. (Applause).

Hongkong and San Francisco. The last having been enthusiastically approved by the

Chairman of the San Francisco delegation, said: On behalf of this visiting delegation from San Francisco, I desire to thank you sincerely for your very kind and cordial reception. We came to the Orient to learn, and we are certainly learning in full measure. There are a number of striking resemblances between Hongkong and San Francisco, and some very sharp contrasts. Hongkong is about as old as San Francisco, and like that port it started from nothing. San Francisco was begun about 1850, with the gold excitement; and if my history serves me right, Hongkong is about as old as that. San Francisco and the surrounding territory has about the same population, nearly a million, that is situated here around Hongkong and the river territory. You have drawn your great importance from your position, with your wonderful harbour, as a port of entry for the Pacific trade and Oriental trade generally. Hongkong is important, also, because there is behind it a great country, drained by big rivers, at the delta of which you are situated. We in San Francisco largely draw our importance from the fact—or did do so—that we are situated on San Francisco Bay, which drains the state of California by two important rivers. It is rather interesting that you should be celebrating today the launch of a fine big tanker, testifying to the importance and value to you of the petroleum trade. We in California have developed quite a position of importance as a producer of crude oils. Coming to the contrasts, you in Hongkong have laboured earnestly and seriously as pioneers to build up a goodwill, with connections all over the world, and to develop to its utmost that trans-Pacific and export and import trade which you so deservedly hold. We in San Francisco have largely depended in the past upon our agricultural and mineral resources and our timber lands. Now, however, the Pacific becomes more and more important, and we on the west of the United States begin to realise our larger responsibility and our larger possibilities in the development of the great Pacific Ocean trade and of the territories that surround that Ocean.

Come here to Learn.

We come here to learn, and to see, humbly, how you have been able to do things, and we hope we shall go home wiser and better able to supplement and complement over there on the far western seaboard of the United States the things you have been able to do so well on this side of the Pacific. Again allow me to thank you most heartily and to offer you a cordial welcome to come often and soon to our shores. (Applause).

Mr. Watson, replying on behalf of Mrs. Watson, rejoiced that the launch had been a success, as were all launches at Kowloon Dock. He mentioned that he had satisfied himself by consulting works of reference that the word *Petricola* was really a shell and not, as some persons thought, a telegraphic address or "shareholder." (Laughter). The *Petricola* and her sister ships were the first tankers built east of Suez, except in Japan, and were the first built out here on the Isherwood system, when first introduced, was regarded as absolutely revolutionary.

China's Limitations.

Mr. Watson said that all these boats had been built by Chinese labour. The Chinese were said to be wedded to old ideas; but this rather proved the contrary. There was one very important thing to remember, however, viz., that these boats had been built by Chinese labour but under foreign advice, under Mr. Dyer and his very able assistants; and he thought that was a lesson which people who were trying to get China to move too fast would be well advised to consider. (Applause). There was not one single enterprise, so far as he knew, in China, either North or South, with possibly one exception, which had done any work of this description unless it had its "Dyer," and there were any number which had attempted to do great work and had failed because they had not competent supervision and initiative, which was only supplied by men of Mr. Dyer's calibre. (Applause). He invited the guests to drink to the health of the Dock Company, coupled with the name of Mr. Dyer.

The toast was heartily honoured. Mr. Dyer thanked them for so kindly responding to the toast of the Dock Company and also mentioned the pleasure it gave the Company to have the representatives from San Francisco present. When these four ships were built they would be identical with four being built for the Anglo-Saxon Petroleum Company at the Kowloon Dock.

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OF

TOYS

GAMES

BOOKS

XMAS GIFTS

FOR

ALL AGES

AT

HONGKONG'S

LEADING

EMPORIUM

BRING THE LITTLE ONES TO
SEE THE TOYS.

WHITEAWAY, LAIDLAW & CO. LTD.

HONGKONG

INSIST ON
GETZBEST

with the three being built at Los Angeles. The Dock Company was the very much indebted to the San Francisco Company for helping them with some of the designs and specifications, which enabled his Company to proceed very much quicker than they would otherwise have been able to do. He trusted that the visit of the delegation had been instructive and that they would go back with some idea of the work being done in Hongkong. (Applause).

(Continued on Page 2.)

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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)

LAOMEDON	14th Dec.	London, Rotterdam & Hamburg
TEIRESIAS	14th Dec.	London, Amsterdam & Antwerp
BELLEROPHON	14th Dec.	London, Rotterdam & Hamburg
LYCAON	14th Dec.	London, Amsterdam & Antwerp
HELENUS	14th Dec.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

DEUCALION	15th Dec.	Marseilles, Havre & Liverpool
AGAMEMNON	21st Dec.	Genoa & Liverpool
ANFAN	1st Jan.	Marseilles, Havre & Liverpool
MYRMIDON	14th Jan.	Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

TALTHYBIUS	13th Dec.	Victoria, Seattle & Vancouver
TYNDAREUS	3rd Jan.	
PROTESILAUS	31st Jan.	

NEW YORK SERVICE

(via Suez or Panama)

YANGTZE	28th December	via Suez
EURYLOCHUS	10th January	via Suez

PASSENGER SERVICE

TEIRESIAS	13th Dec.	for Singapore & London
PYRRHUS	3rd Feb.	for Shanghai & Japan

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CONSIGNEES.

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SCHIEPVAART-MAATSCHAPPIJ
(United Netherlands Navigation
Company.)HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE)

From EUROPE.

The Steamship
"OLDEKERK"having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into the
hazardous and/or extra-hazardous
godowns of the Hongkong &
Kowloon Wharf & Godown Co.,
Ltd., whence and/or from the
wharves delivery may be obtained.Goods not cleared by the 13th,
Dec. 1921 will be subject to rent.
All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 12th Dec.
1921, at 10 a.m. by Messrs.
Goddard & Douglas.Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognised.A General Average having
been declared on this ship,
consignees are required to sign
an Average Agreement and pay
a deposit of 1% of the value of
the goods before Bills of Lading
will be countersigned.Valuation forms can be obtained
from the undersigned.
No Fire Insurance will be
effected by the undersigned in
any case whatever.Bills of Lading will be counter-
signed byJAVA-CHINA-JAPAN LIJN.
General Agents.

Hongkong 5th Dec. 1921.

'FRISCO TRADE
DELEGATES.

(Continued from Page 2.)

The Petrolia.
The single screw vessel Petri-
cola, built and owned by the
Hongkong and Whampoa Dock
Co., Ltd., at their works in Kow-
loon, for the Anglo-Saxon Petro-
leum Co., Ltd., London, is the
second oil tanker carrying petro-
leum in bulk to be built in China,
and, as mentioned, is the second
of four vessels now under con-
struction for this Company. The
principal dimensions are as fol-
lows: Length overall, 427 feet;
Breadth extreme, 53 feet 5 inches;
Depth moulded, 31 feet; Lead
draft, 24 feet 9 inches; Dead-
weight carrying capacity, 3,400
tons. The vessel has a straight
stem and elliptical stern, with
long poop, together with a short
bridge and fore-castle, and has
been built on the Isherwood
longitudinal system of framing, to
pass Lloyd's 100 A.1. Class. The
machinery is aft.Accommodation for the navi-
gating officers is provided in
houses on bridge deck, and the
engineers on the poop, each with
a separate room; also saloon and
engineers' mess room are fitted
out in an artistic style. The
petty officers, firemen, seamen and
greasers' quarters are situated in
the fore-castle, and their three
mess rooms are in poop near the
engines casing. Both a European
and a native galley are supplied.The Petrolia is sub-divided by
transverse and longitudinal bulk-
heads (stiffened longitudinally)
into 18 main oil tanks and 10 sum-
mer tanks. The pump room is
situated amidships between No. 4
and No. 5 tanks.

Good Pumping Arrangement.

A dry cargo hold is fitted for-
ward, under which is a deep tank
for either oil fuel or water bal-
last. Cross bunkers and side
bunkers are constructed oiltight,
so that they can be used for either
coal or oil fuel. A double bottom
is fitted under boilers for oil fuel
and under engines for reserve
feed water, and both forward and
after peaks are arranged for water
ballast for trimming purposes.
The fresh water is contained in a
built-in tank aft in the lower
'tween decks.The machinery consists of a
steam driven triple ex-
pansion engine having cylin-
ders 27 inches, 44 inches,
and 73 inches, with a stroke of
15 inches. Steam is supplied by
three Scotch boilers of the usual
marine type, having a working
pressure of 180 lbs. per square
inch. The boilers are arranged so
as to be able to burn either oil
or coal as fuel, with Zulver Smith
system and Howden system of
forced draught. The usual auxil-
iaries, including Weir's feed
heater, evaporator, distiller, and
oil fuel pump are fitted in engine
and boiler rooms.The vessel is capable of main-
taining a speed of 11 knots in the
loaded condition. The cargo oil
is handled by two large horizontal
duplex oil pumps, Heyward Tyler
type. Pumps are so arranged
that they will pump from the sea
into any oil compartment, and
from any oil compartment into
any other oil compartment on
opposite sides; also pump from
any oil compartment and deliver
simultaneously over each side of
vessel also through main sea
valve. A special oil fuel pump is
in fore hold for transferring oil
fuel in deep tank forward into the
cross bunker aft. The steamer is
equipped with wireless apparatus,
powerful steam windlass, winches
for handling cargo and warping
purposes, and steam steering gear
with telemotor control, together
with steam heating in accommoda-
tion, and electric light.

FOOTBALL.

Charity Match.

In view of the recent disastrous
fire in Yingtak, the South China
Athletic Association has arranged,
with the approval of the Hongkong
Football Association, for a charity
football match with the Club, to be
played on Saturday on the Club
ground at 4.00 p.m. in aid of the
above fund. This match serves for
both a League match and a Charity
match. Mr. R. J. Wilton, the Presi-
dent of the League, has kindly
consented to kick-off. The follow-
ing players will represent South
China A.A.: Lau Hing-cheung,
Chan So Fung Tai, Cheung Wing-
shing, Leung Tai-fong, Leung
Yuk-tong, Lau Jek-chung, Au
Kiu-sang, Wong Pak-chung, Ip
Kau, Chan Kwong-yeung. The
Association Committee appeals for
support towards this deserving
cause.2nd Division League.
Below is the result of the 2nd
Division of the Hongkong League
up to and including December 3rd:

Club	P.	W.	D.	L.	P.	P.
South China A.A.	6	4	2	12	30	10
University	5	4	1	13	20	9
Wills	5	4	1	21	3	8
Curlew	6	4	2	20	9	8
R.G.A.	7	3	2	15	8	8
U.A.C.	7	3	1	17	9	7
South China B.	6	3	3	5	20	6
St. Joseph's	6	2	3	1	13	3
H.K. Club	7	1	4	2	15	4
Kowloon	6	4	2	14	2	4
Punjabis	7	6	1	2	23	1

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ELECTRIC WELDERS.

MECHANICAL AND

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ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 730 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.
TELEPHONE NO. 222
CALL PLAT: "OVER" "ANS. PENNANT."

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

CRICKET.

R.G.A. v. Wills.

Played on the Hongkong Cricket
Club's ground yesterday the above
match resulted in a win for R.G.A.
by 73 runs.

Score:	R.G.A.	Wills
Captain Davies, l.b.w. Brown	67	0
Captain Olliver, b Brown	29	0
Ed. Chester, l.b.w. Wyndham	23	0
Br. Baker, b Macdonald	25	0
Capt. Spinks, c and b Brown	19	0
Major Bagnall, b Purton	9	0
Ed. Graham, c Brown, b Purton	0	0
C. S. M. Williams, not out	25	0
Ed. Graham, l.b.w. Macdonald	0	0
Gr. Davies, l.b.w. Macdonald	14	0
Gr. Dyer, c Rogers, b Brown	14	0
Extras	27	0

Total 241

Bowling Analysis:

	O.	M.	R.	W.
Macdonald	9	5	57	8
Purton	8	2	43	2
Brown	12	3	42	4
Read	4	1	31	0
Wyndham	3	1	21	1

Extras 27

Total 241

Bowling Analysis:

	O.	M.	R.	W.
Davies	10	5	24	2
Baker	8	2	32	0
Graham	10	2	31	5
Olliver	5	0	13	2

Extras 14

Total 154

Bowling Analysis:

	O.	M.	R.	W.
Davies	10	5	24	2
Baker	8	2	32	0
Graham	10	2	31	5
Olliver	5	0	13	2

Extras 14

Total 154

Bowling Analysis:

	O.	M.	R.	W.
Davies	10	5	24	2
Baker	8	2	32	0
Graham	10	2	31	5
Olliver	5	0	13	2

Extras 14

Total 154

Bowling Analysis:

	O.	M.	R.	W.
Davies	10	5	24	2
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Olliver	5	0	13	2

Extras 14

Total 154

Bowling Analysis:

CHRISTMAS CONFECTIONERY.

CHOCOLATES

From
FOSS, of Boston
CADBURY
FRY

In fancy boxes of 1 lb, 2 lb, 3 lb
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The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 8, 1921.

THE GREAT STUMBLING BLOCK.

If for no other reason than that it saw a definite agreement come to between the political leaders of southern Ireland and the British Government the year 1921 will go down in history as noteworthy. One can scarcely yet appreciate the fact that the Home Rule controversy has ended, yet it has—apart, of course, from any objections which Ulster might have to being a partner in the new arrangement. Ever since the demand for Home Rule was first put forward as a definite policy in 1871 it has continued to be the great stumbling block of British politics. It has been a rock on which has split not only many administrations but—more unfortunately—a rock on which has split the British people, recently to the point of an open breach. No question has ever aroused greater animosities, no cause has ever been more fervently advocated or more strenuously opposed. To write the history of the Home Rule struggle is to write of the sorriest period in British politics; to write of the settlement of the problem is to write of the finest thing we have achieved in years. The Peace of Versailles was scarcely less important.

The actual details of the settlement yet to hand are somewhat meagre, but we know enough to show that the British Cabinet has at last subscribed to the idea of an All-Ireland Parliament. For some little time past things have been pointing in that direction, the claim of Ulster has been viewed as extreme as that of the men who clamoured for a Republic. Mr. Lloyd George and his colleagues have, apparently, realised that the demand of southern Ireland for an All-Ireland Government has the force of being not only popular but also of being historically founded. Throughout the whole of the last forty years the majority of Irishmen have insisted on the right to govern their own country, but because of the vigorous opposition of the north-eastern section and also because of a rather mistaken sense of fair-play on the part of the British Government the act of devolution has been delayed and haggled over until passion instead of reason entered largely into the matter. There is no need to detail the sordid history of the movement and it would be ungracious at this stage to speak of blame. It has been well said that it is darkest at the hour before dawn. The news of the past few days was discouraging—hope seemed to be given up. And then one short telegram received at five o'clock on Tuesday night heralded the better and altogether joyous news of yesterday. The great stumbling block has been rolled away just when it seemed to become of even greater weight.

Irishmen the world over will have received the news with gladdened hearts, and we know of many in this Colony to whom the thought of a peaceful and prosperous homeland, freed at last from the sound of rifle-shots and the destruction of property, will come as the lifting of a great shadow. The finish of the story will remain with Ulster. The British Parliament will ratify what Mr. Lloyd George has done and it is now left to the opponents of Home Rule to decide for harmony or division. If Ulster stands outside, her boundaries are to be redrawn; if she comes in, she can be associated with her sister provinces in a common effort to wipe away the stains of the past and to make Ireland the fair and happy country her sons have so long dreamed of.

NOTES & COMMENTS.

A Question of Form.

When discussion was raging a few months ago in regard to the renewal of the Anglo-Japanese alliance, the hope was expressed that the objections to it might be overcome by its expansion so as to include the United States, thus disposing of Uncle Sam's apprehension that the alliance was directed against him. It was also proposed to include China, so as to avoid any appearance of ignoring China in matters directly affecting herself. This four-Power arrangement would thus round off the situation. Events at Washington appear to be tending in that direction, the chief hindrance being, as it would seem, America's traditional aversion from "entangling alliances." It looks as if this matter is, after all, largely a question of phraseology. The United States must desire some kind of arrangement, else why summon the Conference? If the objection be to a formal treaty, as apparently it is, this surely need not be an obstacle. Some of the reports speak of an "understanding," which implies a verbal arrangement, or at least one not reduced to specific form. Another report uses the term "gentleman's agreement," presumably to signify much the same thing. The "gentleman's agreement" in the case of the Japanese settlers in California is in writing, but it is not a formal instrument. Prudence suggests some simple record, such as a minute of proceedings, a memorandum, or an exchange of notes; but if the United States Senate, which has a general control of foreign relations, feels an invincible repugnance to treaties, there is no imperative need for the decisions to be embodied in that form. As a matter of fact, the United States Constitution does not call for the consent of the Senate so long as the arrangements are not reduced to the form of a treaty, albeit it is obviously desirable that Congress should be acquiescent in any decisions arrived at—a consideration to which the President and the members of the American delegation are evidently alive. What is earnestly to be hoped is that, if the parties can agree upon conditions, the settlement will not be jeopardised by a question as to the form the arrangement shall take. The latest news is that an all-round pact is well under way.

Pirates!
Doubtless the good folk at Home, who nowadays think of the Jolly Roger chiefly in connection with the revival of Gilbert's delightful comedy "The Pirates of Penzance," would be astonished to learn how rife this form of depredation still is in Chinese waters. The case of which we published some particulars last evening, and this is but one instance among many, shows that if the pirate of 1921 is less sanguinary than his predecessor he still belongs to a different category from the comit, even if his operations sometimes have a streak of the droll, which his victims can hardly be expected to appreciate. The latest example is certainly far from a jest. Owing to the activity of the pirates, some hundred junks bound for Wuchow formed themselves into a fleet, but even then they were attacked and many of them robbed by a horde of over a thousand well-armed pirates. Only the arrival of troops, it is reported, prevented the whole of the vessels from being ransacked, and the rescue was of but qualified advantage to the owners of the junks, or at least to the owners of the cargo, as the soldiery demanded 50 per cent. of the cargo by way of reward. There is work here for the Canton Government. The pirates are a plague, to put the position mildly, and the demand of the troops is not one that can be countenanced by a progressive Administration.

Mammoth Purse.
The manager of the National Sporting Club, Mr. A. F. Bettinson, has been favouring the *Weekly Dispatch* with his views upon the magnitude of the purses offered to boxers, which he considers has exercised a detrimental effect upon the sport. From one point of view it might be argued that the prizes are their own justification, since promoters would not offer them if they had not the support of the public. As a "market value" argument, there is logic in this. All the same the views of the N. S. C. manager may be, as we think they are, sound in essence. The public, carried away partly by the

DAY BY DAY.

THERE IS NO TIME SO MISERABLE BUT A MAN MAY BE TRUE.—Shakespeare.

There were two cases of diphtheria reported yesterday, both sufferers being Chinese.

Members of the Q.C.O.R.A. are reminded of the Second Annual General Meeting, which takes place at 5.30 p.m. to-morrow in the Hall of Queen's College.

Fifty rolls of silk of the value of \$3,000 were, according to a report sent in stolen from a Chinese piece-goods firm at No. 45 Des Voeux Road Central yesterday.

There was admitted to the Government Civil Hospital yesterday a European seaman, named Fred Scampa, who was found in an intoxicated condition on the Star Ferry Wharf with a bruise on his face.

A concert will be held in the Cathedral Hall (St. John's) this evening at 9.15, under the patronage of Lady Stubbs, Lady Kirkpatrick and Mrs. Bowden-Smith in aid of the Leper hospitals at Pakhoi and Leinchow.

There will be a memorial service for the late Dr. G. P. Jordan in St. Stephen's Church on Sunday morning at 9.30. Those wishing seats to be reserved for themselves should apply to Mr. Teesdale-Mackintosh, the University.

A recommendation that recognition should be accorded a district watchman whose vigilance and prompt action resulted in the arrest of a pickpocket near the Central Market yesterday was forwarded to the Secretary for Chinese Affairs to-day. Mr. R. E. Lindsell made this recommendation when he had heard the facts of a case in which a Chinese was charged with stealing a razor from the pocket of a Filipino motor car driver. It appears that the thief was being watched the whole while he was at work on the pocket of the Filipino, and was arrested by the watchman very soon afterwards. The thief was sent to prison for three months.

An amah was this morning charged with the larceny of \$500, the property of her mistress, a Chinese woman, who acts as a contractor for the supply of coolie labour. Inspector Blackman said that on the 4th instant, two days before the discovery of the theft, the key of the safe where the money was kept was inadvertently left in a jacket in the cubicle. When questioned by her mistress the defendant denied having opened the safe saying that she picked the note up off the ground, but admitted that she gave it to a fellow-tenant to be kept in the latter's box. In reply to the Magistrate this morning defendant admitted having stolen the money and was sentenced by Mr. J. R. Wood to three months' imprisonment.

Prosecuting on behalf of the C.S.P., Mr. G. N. N. Tinson at the Police Court this morning pressed a case against a Chinese fireman of the Blue Funnel liner *Lycaon* who was arrested aboard the vessel yesterday on the discovery of 200 rounds of ammunition and two mauler pistols. A heavy penalty was asked for in view of the fact that at the present moment there is a great deal of arms trafficking going on in the Colony. Mr. Tinson recalled the recent case of a Chinese chief fireman of the s.s. *Elfenor*, who, for the possession of 250 revolvers and 24,000 rounds of ammunition, was given a heavy penalty. Mr. J. R. Wood decided to give four months' hard labour to the defendant in the present case.

"boosting" which sections of the Press give to boxers, are apt to allow their enthusiasm to outstrip reason. It has often been said that "old-timers" would gasp at the mention of modern purses. There is, in point of fact, no need to go back as far as that. Within the term of men still young in a broad sense, a thousand pounds may be said to have represented the maximum, and a man had to be in class A1 to get that sum. When a prize of over \$100,000 was put up for the Jeffries-Johnson contest even experienced hands were taken aback. This year we have had a contest for half a million. Where is the limit going to be fixed?

FRIENDSHIP IN COMMERCE.

Trade Delegate's Impressions.

"Commerce as an end in itself has ceased to be the all-absorbing question it has been in the past," remarked Mr. H. L. Judell, head of the cigar-importing firm of H. J. Judell and Company, of San Francisco and one of the trade delegates at present in the Colony, to a reporter of the *Hongkong Telegraph*.

The observation was made during a trip round the harbour aboard the tug *Henry Keswick* yesterday afternoon, when under the guidance of Mr. M. Dyer, members of the Trade Delegation were being treated to a beautiful view of the Colony. With a wave of his hand which took in the whole picture, Mr. Judell proceeded—

"This is a wonderful place and I am glad to have made its acquaintance. This tour has been one of pleasurable contact with many new friends. Commerce is nowadays principally built on friendship and this trip has brought the bonds very much closer across the Pacific. We meet many friends, and the exchange of views helps to build up a community of interest which is no less advantageous to trade than it is to the moral relations between the respective countries."

Having been told of local labour conditions and of the recent demands for higher wages by labourers Mr. Judell said: "Conditions in America at the present time are not very attractive either. Of late, however, there has been a tendency to revert to the pre-war scale of wages consequent on a gradual fall in the cost of living. Unemployment is, however, rife, and such troubles as have held up Pacific Coast shipping are of common occurrence. The abject poverty so perceptible in many of the places we have visited was surprising, when viewing the number of the people in the light of the rich productivity and size of their countries. Such countries as the Netherlands East Indies and Indo-China are self-contained empires in themselves as amongst their products are found the chief necessities of life and some that are not necessities but luxuries."

Describing his visit to Canton, where they met a cordial welcome, Mr. Judell said that the progress achieved in that City was much more advanced than they had been led to expect. It had been the impression of members of the Delegation at the outset of their trip across the Pacific, that Canton was a city of narrow lanes, not over clean perhaps, where the foreigner was regarded with suspicion. That impression was quickly dispelled after an hour's acquaintance with the city and its leading citizens, and the common verdict was that the visit to Canton was one of the most pleasant incidents of the tour.

A LADY'S IMPRESSIONS.
Admiration for the ladies of Canton was expressed by Mrs. Berkovich, wife of another member of the delegation, in an account of her visit to that City.

"I was surprised to find Canton as it is," Mrs. Berkovich said. "During my stay there my interest was greatly drawn to the discovery that many of the ladies of the place are graduates from American Universities. They welcomed us as if we were old friends and when a banquet was given to the trade delegates in our party, the ladies, not to be outdone in the manifestation of the warmth of our reception, served up an impromptu banquet on their own account for us ladies. We had a feeling as if we were at home amongst these kind people, and we gladly joined in the singing of 'Aloha Oe,' which, I confess, left us very much affected. Outside of Manila I imagine there is no other place in the Far East we have visited where we feel so much at home. I was presented to a young lady who has opened a studio for pupils. She returned to Canton a year ago from studying at an art school at Boston, and appeared to be somewhat disappointed because she had so far succeeded in getting only ten pupils. But I think it splendid that she should have been able to obtain that many in so short a period. She has, in my opinion, made a success of her work, and will do more in that way to bring Western ideas to the City than can be done by any other means."

25,000 FOR BRISTOL UNIVERSITY.
Mr. C. Elliott, baker, of Oaklands, Almondsbury, near Bristol, has contributed £25,000 to the funds of Bristol University.

LOCAL SHIP-OWNER SUED.

"Cheeseparing" the Bill.

Mr. H. M. H. Namaze was sued in the Summary Court, before Mr. Justice Gompertz, this morning, by a painting contractor named Ah Yau, trading as the Shun Hing, in connection with material supplied and work done in his ship, the *Rupara*. Plaintiff was represented by Mr. A. H. Crew and Mr. M. H. Turner conducted the defence.

On Aug. 4th, said Mr. Crew outlining the facts, plaintiff saw certain work at an agreed figure. The following day plaintiff and Mr. Namaze went on board the *Rupara*, in the latter's launch, and defendant decided that further work should be done. The only item in dispute, Mr. Crew explained, was for work done in the fo'castle. The dispute was whether the charges for the fo'castle were reasonable or not. When plaintiff went on board, defendant asked what the work would cost. Plaintiff could not give an exact estimate, but he said the cost would be about \$400 or a little more. The bill was for \$430, which sum, Mr. Crew explained, left plaintiff a profit of about \$30. Defendant was offering to pay \$200, which would leave plaintiff out of pocket. The master and chief engineer gave plaintiff a certificate saying that the work was satisfactory and they also signed the bills which plaintiff sent in. Mr. Namaze attempted to reduce practically every item in this bill, said Mr. Crew. It was rather significant of the

attitude this gentleman took up when bills came into him. Where he had not an agreed price he "cheesepared" as much as he could.

Mr. Turner objected to Mr. Crew's statements with regard to "cheeseparing". He should not make these remarks unless he could prove what he said.

The defence was that the charge was excessive. Capt. Douglas, a partner in the firm of Messrs. Goddard & Douglas, marine surveyors, estimating \$200 as a reasonable figure or if the work was done at night \$215, which would allow \$30 profit.

Mr. Namaze, in the box, said he instructed plaintiff to do the work, but they did not agree upon any particular figure. He considered the item of \$430 for the fo'castle grossly excessive. With regard to alterations in the bill, Mr. Namaze said he queried one item only a part of the work was done and for removing the ashes plaintiff's figure was above the regular charge.

In giving judgment, His Lordship said on the evidence before him he was unable to find that plaintiff was entitled to more than \$200. He gave judgment for that amount, plaintiff to pay costs of the action.

CRICKET.

The following will represent the C.R.C. in a friendly match with the H.K.C.C. on the latter's ground on Saturday—Wei Wing Lok, C. Choa, Geo. Lee, Lo Man Pan, G. A. V. Hall, Ho Wing Kin, H. Ching, J. Wong, A. J. Kew, W. Gittins and J. D. Knight.

Between Ourselves

By Robt. MacWhirter.

Once more our thoughts centre on Ireland. That something exceedingly substantial has been gained by the Conference is shown by the cables published yesterday. Every right-thinking individual will be very pleased with the result. It is the interpretation of the mind of men and women of all shades of political opinion. Some no doubt, will express surprise at the extent of the concessions given by the Government in the new charter of Irish liberty, but at any rate, that is something to the lasting credit of the Coalition Ministry. Throughout the whole of the negotiations the two essentials absolutely necessary for settlement have always been in evidence—generosity and courage—and the pity of it all is—but make no mistake, we'll let that stick to the wall. Ay, I'll admit that the foregoing is maybe no' in my usual style, but man, I've been terribly handicapped. For months now Joe, he put his foot down wi' a heavy hand as regards me writing anything about Ireland. He says maintained that only comment, either way, in the *Telegraph* would no' only be unfair but may be embarrassing into the bargain. Well, I'm glad now I hearkened to him for I wouldn't like it to have been said, in the event of the Conference falling through, that I had contributed in any way to its failure. Last night, then, the ban was lifted but I was to sling the dope a bit rather than rake up old grievances, meaning thereby that I wasn't to do any crowing, him knowing fine that all along I've been pro-Irish and anti-Ulster. But I've no' given that way anyway, so he needna' have fashed himself.

Well, to continue on the lines as laid down by hand-fed editors and journalists who know no better, speculation has now in a large measure ceased to play round the subject of the Irish negotiations. Ireland will have a sounder and better opportunity of understanding herself now that she's got self-government. If mistakes are made in administration then the blame will fall on Irishmen themselves and their natural alertness and intelligence will have to find scope in seeking palliatives other than grouching at Dublin Castle or vituperation "agin the Government" across the Channel. It'll be a great handicap for a while but they'll get over it in time. Ay, Dublin Castle and the Westminster Parliament will no longer be targets for denunciatory fusillades. (How's that for pure English, Joe?) Representative government then, should infuse breadth into Irish life. Oh! they'll manage all right, for however rotten and mistaken they may have been in their ideas of asserting their rights, we must admit that they've had courage of vision and their recent documents do not suggest that the

mind of Irishmen are in a condition of mediæval stagnation. And what's more, under settled conditions the intellect of the Irish nation should prove to be as bright and as modern as that of any other country in the world. (Maybe a bit adjectival that last, Joe, but they help wonderfully in filling up.)

Throughout the whole of this bad business one important factor mustn't be forgotten and that was the strangely silent, marvelously patient way in which our people have endured this caterwauling at their very doors. If, after this forbearance there is wilful obstruction to sincere and reasonable efforts along the lines of good government, so much the worse for the wreckers. And Ulster'll have to take a thought in this very connection. *Conscience and altogether a geographical matter* and the people of the Six Counties which go to make political Ulster will have to take a tumble and savvy that there are lots of other folks in no way imbued wi' the sole idea that Ulster is superior in things moral and material to the rest of Ireland. Too long have we been fed wi' this notion in order to bring our sympathies into line wi' the religious prejudices of the Ulster Orangeman. But now that Carson is a Law Lord and Birkenhead on the Woolsack, we've gone far to come to an understanding. It's a pity both of them hadn't been put in jail long ago in which case the Irish business might have been settled before it was. If you or I had got up on a soap box in Hyde Park, London, The Mount, Edinburgh or Glasgow Green and said a tenth part of what Carson has on many occasions said regarding Ireland, we'd have been locked up. Bad scran to them.

You'll see Ulster'll kick, especially when it comes to the fixing of boundaries and the taking of plebiscites. But it's up to the rest of Ireland, wi' their claim that the country is one and indivisible, to go on wi' the practical experiment of self-government and to prove to the Belfast man that he will be better inside than outside a Dublin Parliament. The strength and impartiality of new representative institutions in the South will be a better guarantee to Ulster as regards island unity, than pledges or Acts of Parliament. (Nearly finished Joe, just a wee peroration and I'm through.)

Yes, gentlemen, and other readers, the ideal of a United Ireland will now best be obtained by the ability of Southern Ireland to rule justly, and to demonstrate in every manner that legislative independence, as opposed to force, has laid the foundations of Irish prosperity. That is a great work surely for Irishmen of all creeds and classes. (Long and prolonged cheers!)

ON THE WATERFRONT.

Handsome New N.Y.K. Vessel.

The new N.Y.K. steamer Hakone Maru arrived this morning and a visit to her revealed a very handsome vessel. The decks are roomy, the cabins—there are suites of rooms and a number of single-berth cabins—commodious and comfortable. She resembles the Suwa Maru and Fushimi Maru in many respects, but there are a number of improvements. There is, for instance, a children's promenade on the boat deck and a nursery on the bridge deck. The lounge, soft-carpeted and beautifully appointed, and the reading room off it are attractive rooms. The selection of books for the library has been well done and one particularly noticed that serious readers had been well catered for. The second-class accommodation is very good and improvements have been made in the third-class quarters as compared with other N.Y.K. vessels.

The dimensions etc. of the vessel are:—
Length O.A. ... 315 feet
Breadth ... 62 feet
Depth ... 37 feet
Tonnage, gross ... 10,423
Displacement ... 18,900
Speed ... 15 knots
Engines—Two sets Parsons double reduction geared turbines. Twin screws.

The vessel has a double bottom throughout and is divided into eight watertight compartments, designed in accordance with the British bulkhead system for passenger boats.

In regard to wireless installation, fire extinguishing apparatus, disinfecting appliances, and other equipment, the Hakone Maru is in no particular behind the newest European and American liners.

Accommodation is provided for 115 first class, 35 second class and 158 third class passengers.

In addition to being a superb passenger liner, the Hakone Maru has excellent facilities for handling cargo. Her loading capacity is 10,600 tons dead-weight and 12,000 tons measurement. The lifting appliances near passenger quarters are designed so as to minimise noise.

The new vessel is the first Japanese steamer to be fitted with double reduction geared turbines.

Two other steamers Haruna Maru and Hakozaki Maru, now under construction, are similar to the Hakone Maru in equipment.

The Hakone Maru brought 25 cabin passengers and 23 steerage passengers to Hongkong. She had a total of 199 passengers on board.

Passed.

Mr. J. M. Xavier has passed as first-class engineer. Mr. A. M. Jewell as second mate, steamships, and Mr. Lawrence L. St. John Mundy as first mate steamships.

The Crowded Harbour.

Seldom has Hongkong Harbour held more large vessels at any one time than it did this morning. Of vessels of over 3,000 tons we noted the following:—Empress of Russia, Empire State, Golden State, Keystone State, Amazona, Hakone Maru, Nanjing, Nile, Talhybius, Laomedon, Takada, Rakuyo Maru, West Prospect, Kaga Maru, Paludina, Tibodas and Mattawa—no fewer than seventeen. Recently we gave some figures showing an unusually large number of vessels in the harbour. This morning's record was, in respect of tonnage, better. It is as follows:—

No. of Vessels	Tonnage
British	29
American	7
Japanese	12
Chinese	14
French	3
Norwegian	4
Dutch	1
Portuguese	1
70	159,357

This shows a decrease of 8 in the number of vessels but an increase in tonnage of just over 22,000 compared with the previous occasion, some weeks ago, when the harbour was rather crowded.

Measles on Board.

The Nile which arrived from Singapore this morning brought 30-1st class, 155-2nd class and 536 Chinese passengers and 52 bags of mail; also a case of measles.

Leaving to-day.

Mr. and Mrs. Ho Fook are leaving this afternoon for Shanghai by the Empire State.

Starting Earlier.

We are asked to state that the Keystone State which arrived to-day from Manila will leave for San Francisco at 9.30 a.m. on Saturday in place of noon, the usual sailing time of Admiral Line steamers.

DAY BY DAY.

Russell Moore and James Brown, two boiler-makers from the Shipping Board liner Golden State, were found in an inebriated state on the Praya East yesterday. They were taken to the Police Station and were to have figured as defendants in a charge of "drunk and disorderly" at the Police Court this morning. They failed to turn up, however, and their bail was ordered by the Magistrate to be estreated.

After carrying on a game of hide-and-seek for two nights C.P.O. Watt this morning had the satisfaction of bringing two Chinese before the Magistrate and charging them with preparing non-government opium. Mr. F.N. D'Almada entered a plea of guilty on behalf of the first defendant, but the second prisoner pleaded not guilty. Under the circumstances there was nothing for Mr. D'Almada to do but to ask for an adjournment of the case, which was granted.

Chan Cheuk Sing, a merchant of 121 Queen's Road Central, reports that he has been made the victim of a forgery by a man whose identity is unknown to him. It appears that a man presented him with a promissory note made out in the name of a firm at Singapore. The amount he was asked to pay was \$4,000, but it was not until the stranger had departed with the money that he discovered that the figure "40" had been altered to appear as "4,000." He is now anxiously awaiting the investigation being made by the police.

A Chinese stone-breaker was this morning brought before Mr. K. E. Lindell on a charge of being in unlawful possession of seven and a half sticks of dynamite. The man was yesterday stopped by a detective while returning from work on a new road on the mainland, and very reluctantly submitted to the search that resulted in the discovery of a parcel of explosives concealed under his jacket. The Magistrate asked the Prosecuting Police Officer if the explosives were intended for fishing purposes, and the reply was in the affirmative. A fine of \$50 with the option of four weeks' hard labour was inflicted by the Magistrate.

The Chartered Bank of India, Australia and China advise us that they have received the following telegram from their London Office:—

"The Shell Transport & Trading Co. Ltd., London, have declared a dividend on the Ordinary shares payable to all shareholders registered on 5th December 1921 of 2-per share free of Income tax, payable 5th January 1922, on account of year 1921. Bearer Warrants Coupon payable 38."

SHELL DIVIDEND.

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EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

VISCONT NORTHCLIFFE.

Singapore, Dec. 7. Viscount Northcliffe attended a dinner given by Java pressmen at Weltevreden on Monday and in a brilliant speech pointed out that the British and Dutch peoples had the same object in colonial work. He pointed out the great significance and power of news agencies. Well-handled news was a mighty weapon for peace. He greatly admired the Aneta Bureau which was not less important than the best European and American bureaux. He added that a proper news organisation was a world want though accurate news was the last thing democratic governments wanted who only wanted the public to believe their speeches.

Viscount Northcliffe returns to Singapore on Thursday.

In Wireless Communication.

The following vessels were in wireless communication with the port at 2.30 p.m. to-day:—Toshima Maru, Lake Giano, Roxburgh, Juno, Hermes, Caddo Peak, Tosari, Empress of Russia, Somali, Taiyo Maru and Macassar Maru.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

Cruelty to Animals.

Sir.—Reading over the Report of the annual meeting of the recently formed Society for the Prevention of Cruelty to Animals, it was a matter of great surprise to me to learn that its total membership, so far, is only 333. Surely there are more animal lovers in the Colony?

If there are, (and I feel there must be) I wonder what are the reasons that they withhold from joining a Society whose aims and views regarding our defenceless dumb friends agree with their own. We know that animals here, as elsewhere, suffer unnecessarily from cruel hands and I do not think that any one who claims affection for dumb animals should delay in doing their part of joining and thereby assisting to get the Society on a sound financial basis, and also encourage the Society by the knowledge that they have the support and sympathy of all animal lovers in the Colony. So far, it has not had much opportunity to do very much active work, owing to the usual necessary details having to be attended to first.

I am sure any friendly criticisms would be welcomed, and any faults remedied, as far as possible, should any one care to point them out, but each member should remember, that whilst they are delaying to assist, animals are silently suffering; in many instances on their way to be slaughtered in order to provide us with food. I earnestly hope that each animal lover will immediately assist in making the society a real live organization in this Colony.

Thanking you for your kindness in allowing me this space.

Yours, etc.
"MEMBER ONLY."
Hongkong, Dec. 7th.

You can't afford to be without a VICTROLA for Christmas. S. Moutrie & Co., Ltd. Sole Victor Distributors.

NOTABLE COMPOSERS.



LUDWIG VAN BEETHOVEN.

German Composer of the Early Nineteenth Century.

Ludwig van Beethoven (1770-1827) was the greatest master of instrumental music. His compositions are the culmination of the Classical School, and the beginning of the Romantic School. Beethoven's genius is ranked with Michael Angelo and Shakespeare. His work compels one's awe and reverence, as well as admiration.

His personal life history is one of the greatest tragedies ever written. Beethoven's love of nature, his reverence for God, and his belief in universal brotherhood are all reflected in his music.

His greatest works were his nine symphonies, five piano concertos, violin concerto, nine concert overtures, sixteen string quartets, thirty-eight piano sonatas, the opera "Fidelio," and sixty-six songs. He left also many short instrumental compositions, and two great Masses for the church service.

MINUET IN G The Minuet in G belongs to a group of minuets, written by Beethoven in 1796, while he was making one of his rare concert tours. The composer played this work on his tour. Originally composed for orchestra, these minuets were afterward re-written as piano solos. They are also popular to-day in violin arrangements. A perfect example of the minuet form, with trio.

VICTOR RECORD No. 64121.

S. MOUTRIE & Co.

DAIRY FARM NEWS.

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Meat, Game and Pork Pies (to order.)

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SOLE AGENTS
Holland-China Trading Co.
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"SMOULDERING EMBERS."

Notable Picture at the Coronet.

There is nothing sensational, nothing thrilling about "Smouldering Embers," this evening's big Coronet Theatre attraction, "but there is something impressive, something dramatic. It is convincing. With the circumstances a little less strange," perhaps, the principal characters are all persons we know. Undoubtedly "Smouldering Embers" is a picture that rings true.

Though there is nothing sensational about this fine production the interest never for a moment flags. Everything is surely moving towards the final denouement and the most laconic remark, the most thrilling incident is often deep with significance. It is this quality of sustained interest next to its masterly character drawing that makes "Smouldering Embers" a notable picture.

It is unfair to a clever story to indicate the plot before hand. That it is worthy of the capable acting and the fine photography is enough. The unscrupulous major outwardly a pillar of the community but secretly the owner of a dissolute road house; his selfish wife, a society climber; her son, by a former husband—manly but impulsive; the impossibly aristocratic daughter of a "useful" politician; the cheerfully unaffected daughter of the old cobbler, and—most fateful of all—a philosophic old tramp who emerges from his dusty obscurity for a brief period in which he uses an almost forgotten secret with powerful effect—these are the principal characters in this wonderful drama of real life.

TO-DAY'S MISCELLANY

Nearly all the municipalities are taking the Royal hint, and dispensing with their usual festivities at the beginning of the mayoral year, observes a London paper. The Lord Mayor's dinner is retained not only because it provides work for many people and broken meats for many of the poor, but because it has a certain historical significance from the fact that so many eminent men have delivered great speeches at the dinner over so long a period. Nothing did so much to shake the Wellington Government 90 years ago as its advice to the King that it would not be safe for him to dine with the Lord Mayor.

PANEL DOCTOR FINED £5 8s. It was mentioned at a meeting of the London Insurance Committee that for accepting fees from an insured person for treatment and medicine a doctor had been fined £5 8s.

ATTRACTIVE GIRLS.

The Secret of Their Power.

Not every girl can be beautiful, but all may be attractive. There is a certain beauty that does not depend on regularity of features, but is derived from the glow of health showing in cheeks and lips. A good colour helps a lot in making a girl attractive, and to have a good colour you must have rich red blood.

Girls owe it to themselves to encourage the full bloom of health, the figure and the carriage of a full-blooded system. To build up the blood there is one remedy that has been a household word for a generation—Dr. Williams' pink pills. They make the blood rich and red, restore the tinge of health to the cheeks, and give the quick active step and sparkling eyes that go with perfect health.

It is a recognised fact that Dr. Williams' pink pills have transformed thousands of pale anemic invalids into healthy active girls, full of the joy of life. If you are a sufferer from anemia follow the example of Miss Millicent Harper, of Mere Farm, near Market Drayton, England, who recently said:—

"In March of 1919 I had a severe attack of influenza, from which I never seemed to recover. I lost my appetite, and became so worn out that my friends said that I was going into a decline. I had the most distressing headaches, and my whole life became an intolerable burden to me.

"At last some friends told me of the wonderful cures that had been effected by Dr. Williams' pink pills. My father got me a supply, and I commenced to take them. The first week I felt a difference in myself. My appetite came back, slowly at first, but day by day more and more. My health rapidly improved as I continued the pills, until to-day I feel a new girl, quite as strong as ever."

Now is the time to begin Dr. Williams' pink pills. Get a supply from any dealer; or direct from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, price \$1.50 per bottle, \$8.00 for six bottles, post free. For men and women too.

Send a postcard to-day for an instructive little treatise on "The Blood and its work." It is quite free.

J. T. SHAW

TEL. 692

KNOX HATS NEW YORK

J. T. SHAW

SOLE AGENT—
HONGKONG.



ONE CAN ALWAYS BE SURE OF THAT TOUCH WHICH DISTINGUISHES THE MAN WHO IS REALLY WELL DRESSED; THE CLEANLINE, THE LOOK OF BEING FIT, SHARPLY SET UP, IF HE IS WEARING A KNOX HAT.

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NEXT DOOR HONGKONG HOTEL.

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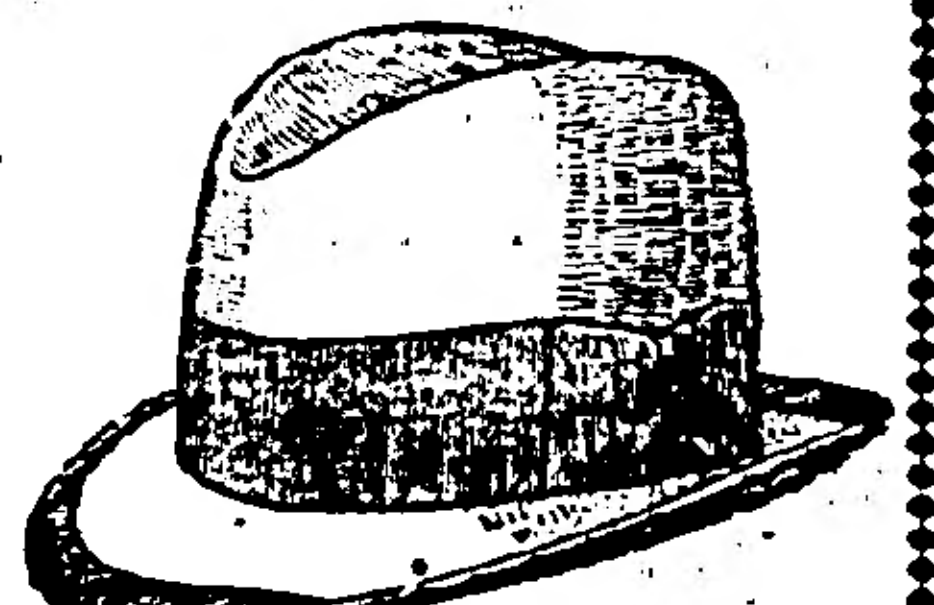


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SOFT FELT
AND THE
POPULAR
VELOURS
IN ALL THE
NEWEST
MATERIALS.



GINS.

Caldbeck's Old Tom and Dry,

Jas. Coult's & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central.

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G. MOUSSON,
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JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

TEL. 2577

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

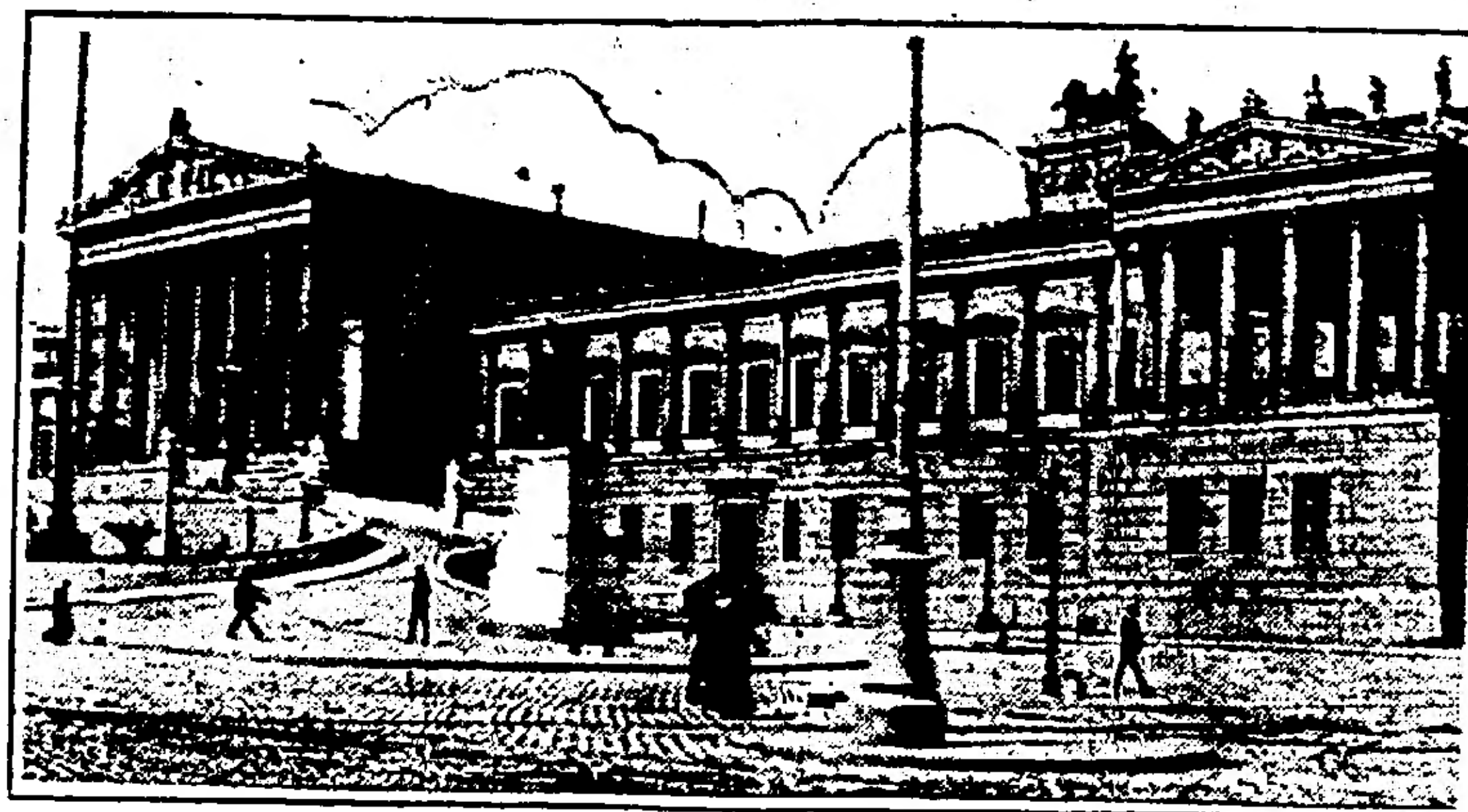
TEL. 2577

TEL. 2577

CAMERA NEWS



Latest picture of Sir Edward Carson, the retired Ulster leader, snapped at home with his youngster.



Austrian Parliament Buildings, Vienna, where serious rioting took place last week.



A toreador tried to throw the bull in the Barcelona bull ring. However, the bull threw him, as you see by this picture.



Von Hindenburg, German Field-Marshal, as a church deacon. In silken robe and carrying a nosegay of flowers, he is seen leaving church after the festival of the Brandenburg Cathedral.



Two underfed children, huddled on the pavement of Kasaan, Russia, receive a package of food from the hands of Dr. Vernon Kellogg, of the American Relief Administration. He was the first relief worker to reach that famine-stricken town.

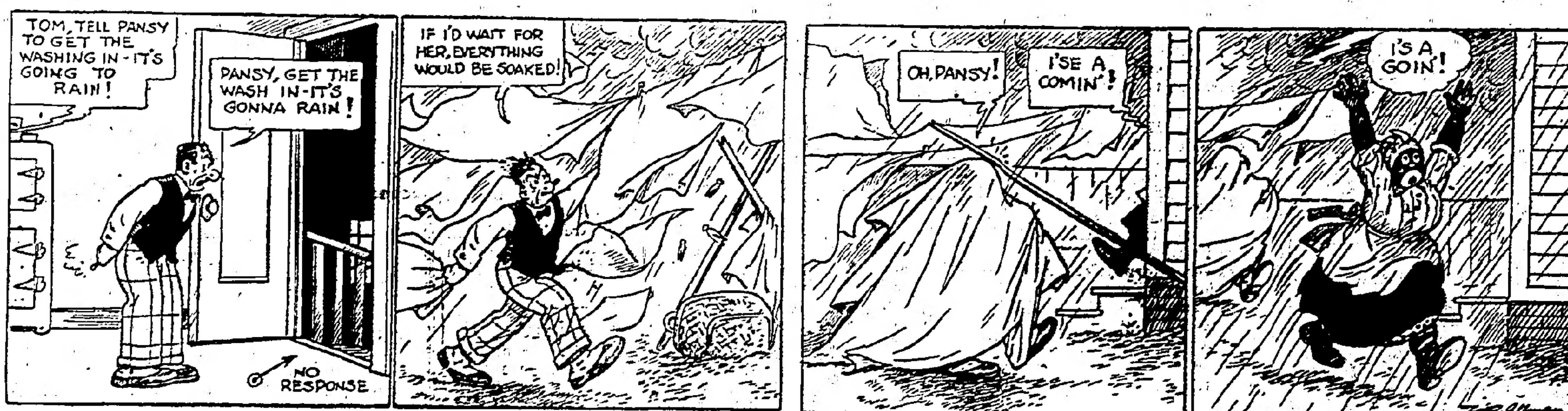


Mr. Lloyd George, snapped on his return to London for the Irish Conference which have now concluded so satisfactorily. With him is his daughter, Miss Mogan Lloyd George.

DOINGS OF THE DUFFS

No Place for Pansy—

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SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and Fans, etc.

M. S. "KONG NING" Leave Hongkong.
"Kong Ning" Saturday, Dec. 10.
Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.
For further particulars apply to—
BANKER & CO.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange. Sharebrokers' Association.

Banks.			
H. K. & S. Bank	b. 73 1/2	b. 720	
" 235 paid	b. 70 1/2	b. 705	
K. of E. Asia b. Old 105 New 102	n. 105	n. 105	
Marine Insurances.			
Canton	s. 445	n. 447	
North China	n. 144	n. 144	
Union	b. 242	s. 242	
Yangtze	n. 27	n. 27	
Far Eastern	n. 24	n. 24	
Fire Insurances.			
China Fire	b. 125	b. 130	
H. K. Fire	b. 368	n. 368	
Shipping.			
Douglas	s. 43	n. 44	
H. K. Steamboats	b. 25 1/2	b. 25 1/2	
Indos (Pref.)	s. 35 1/2	s. 35	
Indo Def. Lon/Reg.	s. 265	s. 255	
Indo Def. H. K. Reg.	s. 265	s. 255	
Shells	b. 93 1/2	b. 93 1/2	
Petries	n. 37	n. 37	
Refineries.			
Sugar	n. 188	n. 180	
Malacca	n. 48	n. 45	
Mining.			
Kailash	n. 90 1/2	b. 90 1/2	
Langkai	n. 90 1/2	b. 90 1/2	
Shanghai Loan	s. 90 1/2	b. 90 1/2	
Shai Explorations	b. 1	b. 1	
Traos	b. 22 1/2	b. 22 1/2	
Ural Caspian	n. 10 1/2	n. 10 1/2	
Benguet Con	p. 1.90		
Docks, Wharves Godowns, &c.			
H. K. Wharves	b. 88	b. 90	
K. Docks	n. 175 1/4	b. 177 s. 175	
Shai Docks	b. 113	s. 114	
N. Engineering	n. 89	s. 9	
Lands, Hotels & Buildings.			
Centrale	b. 149	b. 149	
H. K. Hotel	b. 22	s. 22 1/4	
H. K. Lands	n. 205 1/2	s. 205	
Empire Est.	b. 10.90	b. 10.60	
K. Loan Lands	b. 46	b. 46	
L. Reclamation	b. 150 s. 150	b. 152	
West Point	b. 53	b. 53 1/2	
Cotton Mills.			
Ewos	n. 18 1/4	n. 19	
Oriental	n. 15	n. 15	
Shai Cottons	n. 135	n. 138	
Miscellaneous.			
Cementa	b. 25 1/2 s. 25 1/4	b. 25 1/2 s. 26	
China Light old	n. 13 1/4	n. 13.10	
China Light new	n. 13.40	s. 13	
China Provident	n. 13.40	b. 13 1/4 s. 13 1/4	
Dairy Farms	s. 24	n. 24 1/2	
Electric H. K.	b. 24 1/2	s. 24 1/2	
Electric Macao	n. 30	n. 30	
Hongkong Hopes	s. 35	n. 36	
H. K. Tramways	s. 14 1/4	s. 14 1/4	
Peak Tram, old	b. 9 1/2	b. 9 1/2	
Do. new	b. 1.10	b. 1.10	
Steam Laundry	n. ex div. 11 1/4	b. 11 1/4	
Steel Foundries	b. 17 1/4	b. 17.10	
Water-bus	b. 9 1/4 s. 9.30	s. 9 1/4	
Watsons	b. 20	n. 19	
Wm. Powells	b. 27	n. 27	
Wismans	b. 27	n. 27	

Hongkong, December 8, 1921.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been collected to noon to-day—

Vessels Arrived.

Vessel	Agents	From	Mooring
Telemachus	W. F. S. S. Co.	Saigon	B 13
Fishpool	Admiralty	Cardiff	Adm. 17
Huayung	D. L. & Co.	Saigon	C 13
Huayung	D. L. & Co.	Saigon	C 13
Nile	C. M. S. S. Co.	Sourabaya & Singapore	A 27
Hangchow	B & S	Shanghai	C 17
Kaifong	"	Shanghai	C 17
Shanlung	"	Shanghai	C 17
Yan	"	Shanghai	C 17
Lokang	J. M. & Co.	Shanghai	C 17
Cheong Shing	J. C. J. L.	Shanghai	C 17
Haidia	J. C. J. L.	Shanghai	C 17
Dakia	J. C. J. L.	Shanghai	C 17
Amazone	M. M. Co.	Shanghai	C 17
Hakone M.	N. Y. K.	Yokohama & Shanghai	A 1
Honm M.	N. Y. K.	Yokohama & Shanghai	A 1
Hak Canton	W. K. K.	Keelung & Swatow	Wanchai
Kam Ying Fat	W. K. K.	Keelung & Swatow	Wanchai
Ningchow	Globe Nav. Co.	Kowloon & Swatow	Wanchai
	East Nav. Co.	Kowloon & Swatow	Wanchai

Clearances.

Vessel	Agents	Where Bound	Departure.
Tosari	J. C. J. L.	Manila, Hamburg	7th Dec.
Olderick	J. C. J. L.	Shanghai, Tientsin	7th Dec.
Yan	B. S.	Singapore	7th Dec.
Kwong Wai	B. S.	Canton	8th Dec.
Takwa M.	Y. K. K.	Swatow, Keelung	"
Boreia	A. P. C.	Balek Pappa	"
Jaya M.	O. S. S.	Dairam	"
Jade Yu	C. P. S. Ltd.	Pakhoi, Haiphong	"
Empress of Russia	Dodwell & Co.	Shanghai, Vancouver	"
Bowen Castle	B. S.	Manila, New York	"
Amazone	M. M. Co.	Haiphong, Marseilles	"
Kaga M.	N. Y. K.	Singapore, Bombay	"
Empire State	M. S. S.	Shanghai, San Francisco	"
West Prospect	Struthers & Dixon	Manila, Hongkong	"
Chefoo	Hong Shun	Manila, Hongkong	"
Lacmedon	B. S.	Manila, London	9th Dec.
Providence	Kwong Mow Tai	Dairen	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
E. off. S. S. Co.	O. S. S.	Vancouver	25th Dec.
Boreia	Y. K. K.	New York	25th Dec.
Takwa M.	B. S.	Swatow	25th Dec.
Soochow	J. M. Co.	Bombay	25th Dec.
Wanchai	N. Y. K.	Amoy	25th Dec.
Kaga M.	N. Y. K.	Amoy	25th Dec.
Hakone M.	N. Y. K.	Amoy	25th Dec.
Lacmedon	J. M. Co.	Amoy	25th Dec.
Haiphong	J. M. Co.	Amoy	25th Dec.
Leongang	J. M. Co.	Amoy	25th Dec.
Wanchai	J. M. Co.	Amoy	25th Dec.
Takwa M.	J. M. Co.	Amoy	25th Dec.
Nile	C. M. Co.	Amoy	25th Dec.
Empress of Russia	C. M. Co.	Amoy	25th Dec.
Bowen Castle	C. M. Co.	Amoy	25th Dec.
Amazone	C. M. Co.	Amoy	25th Dec.
Kaga M.	C. M. Co.	Amoy	25th Dec.
Empire State	C. M. Co.	Amoy	25th Dec.
West Prospect	C. M. Co.	Amoy	25th Dec.
Chefoo	C. M. Co.	Amoy	25th Dec.
Lacmedon	C. M. Co.	Amoy	25th Dec.
Providence	C. M. Co.	Amoy	25th Dec.

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Hakone Maru	N. Y. K.	Kobe	24th Dec
Dongola	P. & O.	Singapore	25th Dec
Shinyo M.	T. K. R.	Yokohama	25th Dec
Tsushima M.	N. Y. K.	Moji	25th Dec
Somali	P. & O.	Shanghai	25th Dec
Mishima M.	N. Y. K.	London	25th Dec
Dumera	P. & O.	Bombay	25th Dec
Polypemus	B. & S.	Singapore	25th Dec
Eastern	P. & O.	Moji	25th Dec
Dumera	P. & O.	Singapore	25th Dec
Yamagata M.	N. Y. K.	Singapore	25th Dec
Kashima	P. & O.	Singapore	25th Dec
Nagase	P. & O.	Singapore	25th Dec

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, Yokohama, Vancouver & Montreal.

From	Due	From	Due
Hongkong	Vancouver	St. John	Liverpool
Dec. 8, noon	Dec. 26	Jan. 3	Jan. 10
E. Asia	Jan. 5	Jan. 25	Montcalm
Montcalm	Jan. 17	Feb. 10	Feb. 17
E. Japan	Feb. 3	Mar. 1	Mar. 17
E. Russia	Feb. 23	Mar. 17	Mar. 31
E. Asia	Mar. 23	Apr. 10	Apr. 22

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily.
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HONGKONG TO SAN FRANCISCO.

VIA KERMANS SHANGHAI, THE LAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Ship	Leave Hongkong	Arrive San Francisco
SHINYO M.	22,000, Dec. 15	20,000, Jan. 31
PERSIA M.	9,000, Jan. 5	22,000, Feb. 10
TAIYO M.	22,000, Jan. 15	20,000, Feb. 23

Calling at Dairen and omitting call at Keelung & Shanghai.

Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILA, SAN FRANCISCO, SAN PEDRO, SALINA, CHILE, BALBOA, CALLAO, MULLENDO, ARIKA & IQUIQUE.

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STEAMERS

RAKUYO MARU, Dec. 17, 1921, December 1921.

(Calling at Manila).

For full information regarding rates, cargo, and passages apply to—

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TO SEATTLE & VANCOUVER.

"WEST OROWA" ... 15th December.

Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 12, Des Voeux Rd., Tel. 20 8.



(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" ... on or about 10th December.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 8th December.

For further particulars, please apply to—

S. MITARAI, AGENT.

Branch Office, No. 37, Bonham Strand, West.

Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG
FOR SAN FRANCISCO SEATTLE & VANCOUVER.

"Melville Dollar" ... 8th January.

FOR NEW YORK.

"Robert Dollar" ... via Suez ... 18th Jan.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR

793



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

Ship	From Hongkong	Arrive Seattle
S.S. Keystone State	For Seattle	Dec. 30.
S.S. Silver State	For Manila	Dec. 20.
S.S. Silver State	For Seattle	Dec. 31.
S.S. Pinetree State	For Manila	Jan. 3.
S.S. Pinetree State	For Seattle	Jan. 14.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building.

PASSENGER OFFICE

Queen's Bldg. 2, Ice House St.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

LAKE ONAWA ... Sailing Dec. 20.

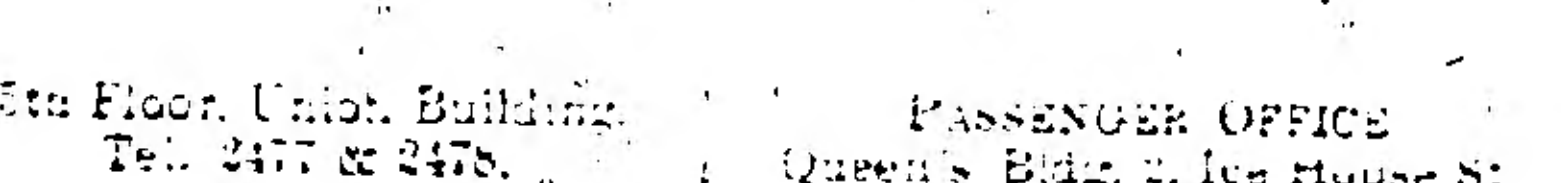
OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building.

PASSENGER OFFICE

Queen's Bldg. 2, Ice House St.



SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. WYTHEVILLE ... 29th December.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Union Building.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)

From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

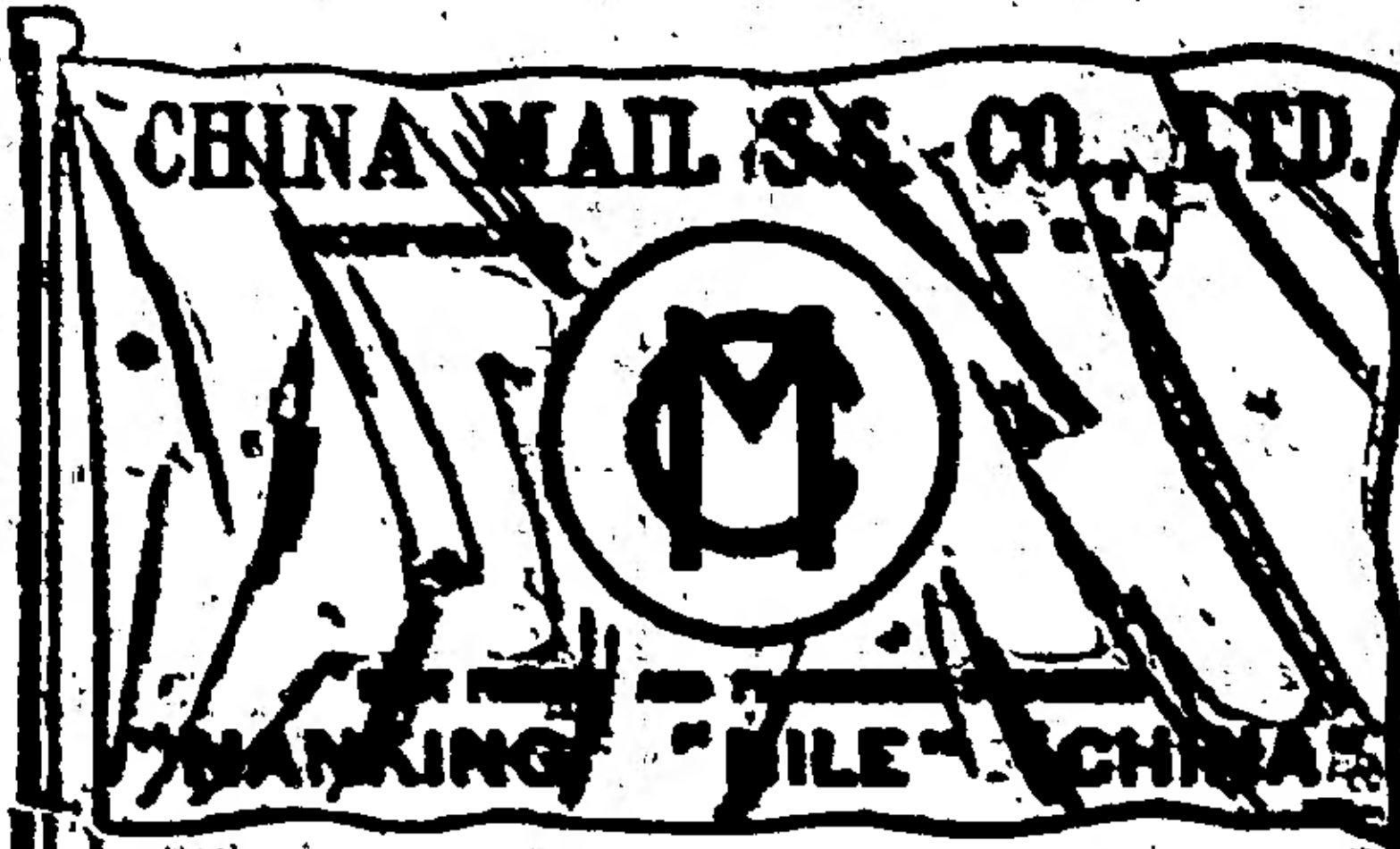
Sailings—To Macao daily at 8 a.m. (Sundays at 9 a.m.)

From Macao daily at 2 p.m. (Sundays at 3 p.m.)

Further information may be obtained at the Company's office, Union Building, or from Booking Agents, Messrs. Thos. Cook & Son and the American Express Company, Hongkong.

So

PACIFIC SHIPPING.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NANKING S.S. CHINA

Dec. 12th at noon. Jan. 16th

Java Service

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA AND SOERABAYA.

HONGKONG TO SINGAPORE & JAVA

S.S. NILE

December 22nd.

HONGKONG TO SHANGHAI

S.S. NILE

December 10th. at noon.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SERRING, GENERAL AGENT

PRINCE'S BUILDING.

ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT.

TEL. FREIGHT DEPT. & AGENT.

No. 1934.

No. 2161.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Messrs. A. & B. S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"KATUN" ... via Suez Canal ... 10th December.

"ENIGHT OF THE GARTER" ... via Suez Canal ... 20th December.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at discretion of agent.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LTD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Brisbane, from Sydney.

Chalibion 11 Icehouse Street, from Shanghai.

Churchill, from Vancouver B.C.

Cowper, from Vancouver B.C.

Helwayoko, from Taipei.

Herbert Hongkong Hotel, from Saigon.

Kellners Carlton Hotel, from

Batignolles.

Richard Shanghai Bank, from

Persia Colombaradio.

Lieut. A. C. Thomas 102nd.

Grenadiers Cox Bankers, from

Galway.

Captain Towill Camillo care

Taikoodock, from Liverpool.

M. E. F. AIREY.

Superintendent.

Hongkong, Dec. 1, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

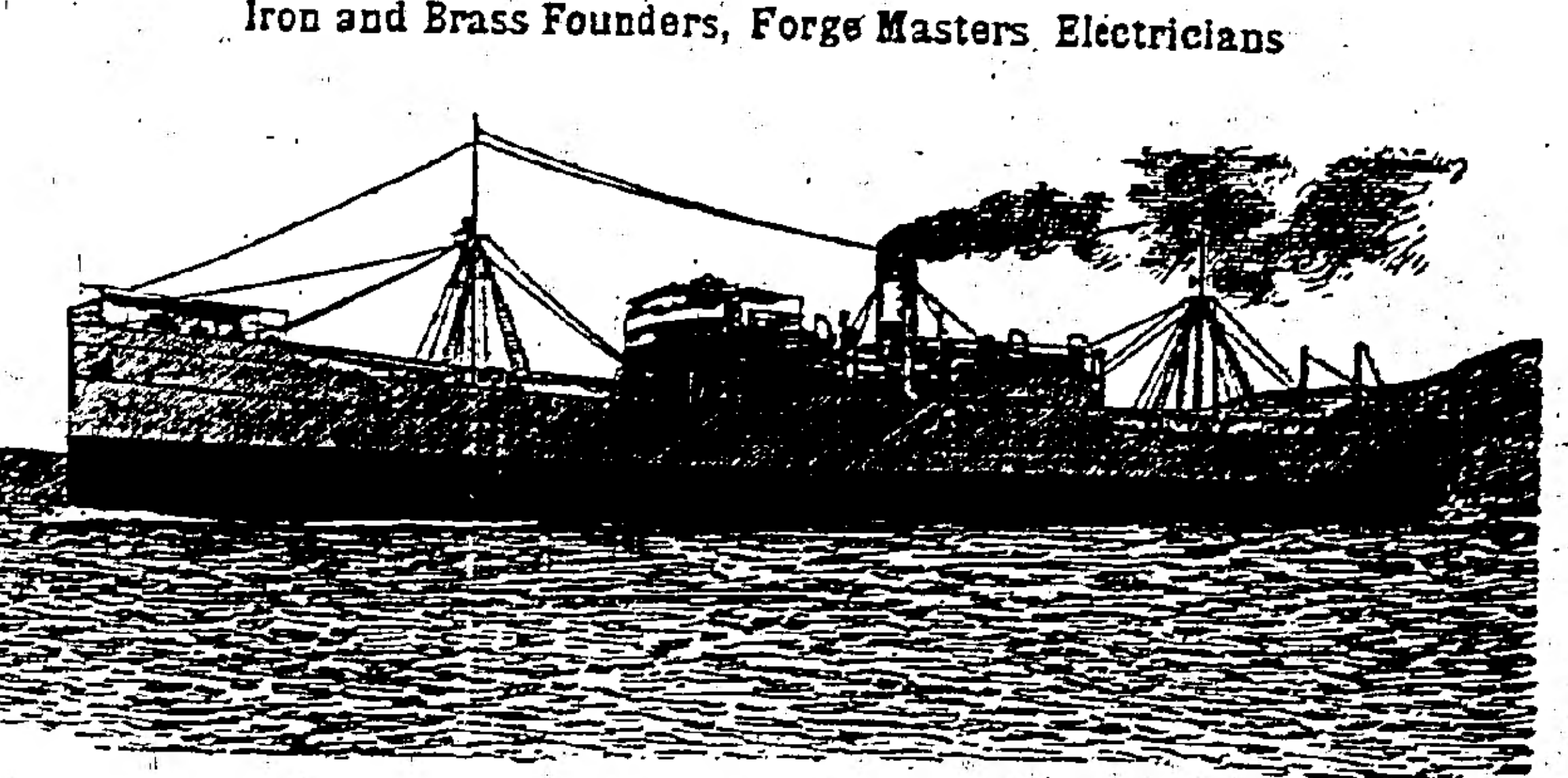
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition.

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W., 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, S.S. M.N.A. KOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

TIENSIN COTTON EXCHANGE.

Mr. Chao Ting-nai and others

petitioned the Ministry of

Agriculture and Commerce to

change the Cotton, Cotton-yarns

and Cotton-cloth Exchange in

Tientsin to "The Tientsin Cotton

Exchange."

CHINESE INCOME TAX.

In reply to a request of the General

Chamber of Commerce for

abolition of Income Tax and the

Stamp Tax on Pass and Account

Books, the Ministry of

Finance says that the

revenues of Income Tax are to

be devoted to education and

industry, and that those of

the Stamp Tax on Pass and

Account Books are to be used as

the sinking fund for the Tenth

Year Domestic Loan.

NEW BANKS.

Yeh Kung-cho, Ma Yu-shan,

Chow Tso-ming and General

Feng Ken-kong have proposed to

establish the "Fow Ming Bank"

in Peking. The subscribed capital

will be \$5,000,000. Application

for registration at the

Ministry of Finance has been

approved and the Preparation

Bureau of the Bank has been

opened at 88, Si Chiao Ming Siang,

Peking.

MORE OF THEM.

A Cotton cloth Exchange has

been organized in Ningpo. An

organizers' meeting has been called

and temporary offices established.

The Nanchang Stock Exchange,

organized by Chen Tuong-fu has

requested the Ministry of

Agriculture and Commerce for

registration. The Sino-Foreign

Stock and Produce Exchange at

Rue Montauban, Shanghai, was

formally opened on November 12.

The Shanghai Metal and Hard-

ware Exchange is about to be

opened.

SHANGHAI SHARES.

Messrs. A. L. Anderson & Co.,

Shanghai, in their circular of

26th November, state: While

the enquiry for Rubber shares

still exists, the highest prices

offered fail to tempt holders save

</

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.
 PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
SOMALI	6,700	10 Dec. 11 a.m.	M'les, London & Antwerp.
DUNERA	5,300	33rd Dec.	Spore, Colombo & Bombay
NELLORE	7,000	24th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)			
TANDA	7,000	17th Dec.	Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)			
EASTERN	4,000	12 Dec. 4 p.m.	Melbourne via Manila, Thursday Island, Cairns, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.			
TAKADA	7,000	9th Dec. 7 a.m.	Amoy, Shanghai & Kobe.
DUNERA	5,300	10th Dec.	Shanghai only.
DONGOLA	8,000	12th Dec.	Shanghai & Japan.
ARAFURA	6,000	20th Dec.	Yokohama direct.

All dates are approximate and subject to alteration without notice.
 With respect to ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to:
MACKINNON, MACKENZIE & CO.
 Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
 VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU ... Tuesday, 27th Dec. at 11 a.m.
 SUWA MARU (Calling Manila) ... Saturday, 14th Jan. at 11 a.m.
 KUSHIMA MARU ... Wednesday, 8th Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

HAIONE MARU ... Friday, 9th Dec. at 11 a.m.

YOKOHAMA MARU ... Friday, 23rd Dec. at 11 a.m.

YOSHINO MARU ... Friday, 6th Jan. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... Tuesday 13th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Dec. at 11 a.m.

NIKKO MARU ... Tuesday, 17th Jan. at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

TOKA MARU ... Friday, 30th Dec.

NEW YORK VIA SUEZ.

TSUYAMA MARU ... Saturday, 31st December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo.

KAGA MARU ... Thursday, 8th December.

AWA MARU ... Sunday, 15th December.

CALCUTTA via Singapore, Penang & Rangoon.

TSUSHIMA MARU ... Saturday, 10th December.

YEBUSHI MARU ... Saturday, 24th December.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU ... Friday, 16th Dec. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

PATSUMO MARU ... Wednesday, 7th Dec.

NISHIMA MARU ... Tuesday, 13th Dec. at 11 a.m.

YAMAGATA MARU ... Wednesday, 14th December.

For further information apply to: **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Haidis	Java	to-day	12th Dec.	Saigon.
Tjibodas	Java	in port	10th Dec.	Muntok/B'via
Methven	Java	11th Dec.	14th Dec.	B'via direct
Tjimanok	S'hai/Amoy	13th Dec.	16th Dec.	M'lar, S'hai
Tjikini	Japan	14th Dec.	17th Dec.	Japan via S'hai
Tjikwang	Java	14th Dec.	17th Dec.	Japan via S'hai
Tjikembang	Java	18th Dec.	20th Dec.	Amoy/S'hai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Stalder S'n Fco Japan	Java	16th Dec.	19th Dec.	Saigon, B'via
Tjibodas	Java	18th Dec.	22nd Dec.	Saigon, B'via

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the:

Java-China-Japan Lijn.
 Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON
 FOR NEW YORK & BOSTON VIA SUEZ
S.S. "BOWES CASTLE"

Sailing on or about 8th December.

S.S. "EUREMONT CASTLE" Sailing on or about end Dec.
 "DACRE CASTLE" Sailing on or about end Jan.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "CILICIA" Sailing on or about 23rd December.
 "TRIESTE" Beginning Jan.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" Sailing on or about 15th December.
 "CILICIA" 10th January.
 "TRIESTE" end January.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing middle of January.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to:

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE
 FAR EAST UNITED KINGDOM & CONTINENT.

Steamers	Sailing
City of Glasgow	10th Dec. London, Rotterdam & Hamburg
Kazembe	19th Dec. London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE.

City of Manchester	20th Feb. London
City of Simla	Middle Mar. London

Subject to change without notice.

For particulars of freight and passage rates apply to:

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

THE GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENNAVY"	13th December.
"GLENVYLE"	16th December.
"GLENLUCE"	21st December.
S.S. "GLENSHANE"	31st December.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. "GLENIFFER"	12th Dec.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
M.V. "GLENNAVY"	20th Jan.	GENOA, LONDON, H'AM & H'BURG

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG	Wingsang	Fri. 9th Dec. at 10 a.m.
MANILA	Loongsang	Fri. 9th Dec. at 3 p.m.
HAIPHONG via Hoibow Loksang		Sat. 10th Dec. at 10 a.m.
BANGKOK via Swatow Mingsang		Tues. 13th Dec. at d'light.
SHANGHAI via Swatow Kwongsang		Tues. 13th Dec. at d'light.
N'PO via W'wei & C'foo Cheongsang		Wed. 14th Dec. at d'light.
SANDAKAN	Maussang	Sat. 17th Dec. at noon.
STRAITS & Calcutta	Lalsang	Tues. 20th Dec. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Kolam, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers—S.S. "HINSANG" & "MAUSANG"—both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Lalsang" will be despatched on or about Tuesday, 20th Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Shantung	10th Dec. at 4 p.m.
SWATOW, SHAI & PUKOW	Tea	11th Dec. at d'light.
SWATOW & SINGAPORE	Kwelyang	11th Dec. at 10 a.m.
PAKHOI & HAIPHONG	Kailong	12th Dec. at 10 a.m.
SWATOW & BANGKOK	Chusan	13th Dec. at 10 a.m.
SHANGHAI	Suiyang	13th Dec. at noon.
SHANGHAI	Sinkang	15th Dec. at noon.
MANILA, CEBU & ILOILO	Tamling	17th Dec. at noon.
SHANGHAI & TSINGTAO	Sunling	17th Dec. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow. or Freight or Passage apply to:

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Dec. 8, 1921

Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Poochow and Returns. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Malloong	W. Couper	FRI. 9th Dec. at noon.
Haikong	W. C. Patmore	TUES. 13th Dec. at noon.
Haiching	J. S. Thomson	FRI. 16th Dec. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. "CHERIBON MARU" Sailing on or about 18th Dec.

"MACASSAR MARU" Sailing on or about 5th Jan.

For Moji, Kobe, Osaka & Yokohama.

S.S. "SAMARANG MARU" Sailing on or about 24th Dec.

"BORNEO MARU" Sailing on or about 13th Jan.

For further particulars please apply to:

TEL. No. 2706.

Second Princes, Floor Building.

K. SUZUKI,

Manager.

SHIPPING NEWS.

THE NEW YORK MARU.
 Hope has not yet been given up of saving the New York Maru which went ashore on the Paracels some time ago.

THE GLENOCLE.
 The damage to the new motor ship Glenocle, 9,313 tons, sustained collision in the Scheldt early in October with the Dutch steamer Edam, was serious. The vessel had to go to dry dock. The plates and frames which form the port bow were rolled back to such an extent that No. 1 hold was left completely bare on the port side, and the protruding plates and ironwork prevented the vessel entering dock. This material had to be cut away, and it was also necessary to discharge part of the cargo.

U. S. SHIPPING PLANS.
 Division of Orient to Europe and Europe to Orient passenger travel from the Suez Canal route to a new pathway across the United States is receiving ardent support from Pacific Northwest shipping interests, states the Seattle Chamber of Commerce. Mr. E. J. McMicken, passenger traffic manager of the Pacific Steamship Company, will attend the forthcoming meeting of the Transcontinental Passenger Association in Chicago, in the interests of this movement, and other Pacific Northwest representatives will make the trip.

TAKING ADVANTAGE OF LOW TONNAGE PRICES.

It is a significant sign of the times that a syndicate, which asks for £30,000 capital, has been formed in South Wales to take advantage of the low price of shipping by securing second-hand boats and holding them until the time when freights shall have been restored to a more normal level. The Company which is styled the Unity Shipping and Trading Company has the backing of some of the prominent ship and coalowners in South Wales. The scheme is considered an attractive one, as with the expenditure of comparatively little capital it will be possible to lay the foundation of a considerable fleet.

NOTICE TO MARINERS.

Notice is given that the following buoys marking the Tanchow Channel, Yangtze River, have been moved.—Corner Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. 21 deg. W. distant 1.79 miles; Edge Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S. 124 deg. E. distant 3.02 miles; Central Buoy has been moved, and from the new position of the buoy Fushan Pagoda bears N. 81 deg. W. distant 6.66 miles; East Buoy has been moved, and from the new position of the buoy Fushan Pagoda bears S. 70 deg. W. distant 3.48 miles; and Pagoda Buoy has been moved, and from the new position of the buoy Langshan Pagoda bears N. 47 deg. E. distant 4.08 miles.—Note.—The position of Plover Point Beacon referred to in this Notice is that advertised in Notice to Mariners No. 741, dated 23rd November 1921.—Caution: The buoys in the Tanchow Channel mark the extreme edge of the fairway according to their respective navigating colours.

ELECTRICALLY-PROPELLED VESSEL.

The San Benito, the first electrically-propelled ship built in the United Kingdom, left Belfast recently for New York on completion of her trials. This vessel has been built by Messrs. Workman, Clark & Co. The principal dimensions are 340 ft. by 46 ft. by 31 ft. 9 in., and she has a gross tonnage of 3,724. She is the latest addition to the fleet of 35 vessels, all built and engineered for the Unifco Steamship Company, Ltd., by the same builders, and the latest of a series of eight steamers known as the "San" type. The previous vessels of this class are fitted with reciprocating engines. The vessel is a finely modelled steamer, specially designed for the fruit-carrying trade, and is also fitted with accommodation for a number of first-class passengers. The main generating plant consists of a Curtis turbo-alternator arranged amidships, and taking steam from three oil-fired single-ended boilers fitted with super heaters. This plant supplies power for a large three-phase synchronous motor fitted in a separate motor room aft, and coupled direct to the propeller shaft. By placing the motor right aft instead of amidships, with the generating plant, the space usually occupied by the aft funnel is gained for cargo. The engines were built by the British Thompson-Houston Company, Rugby.

